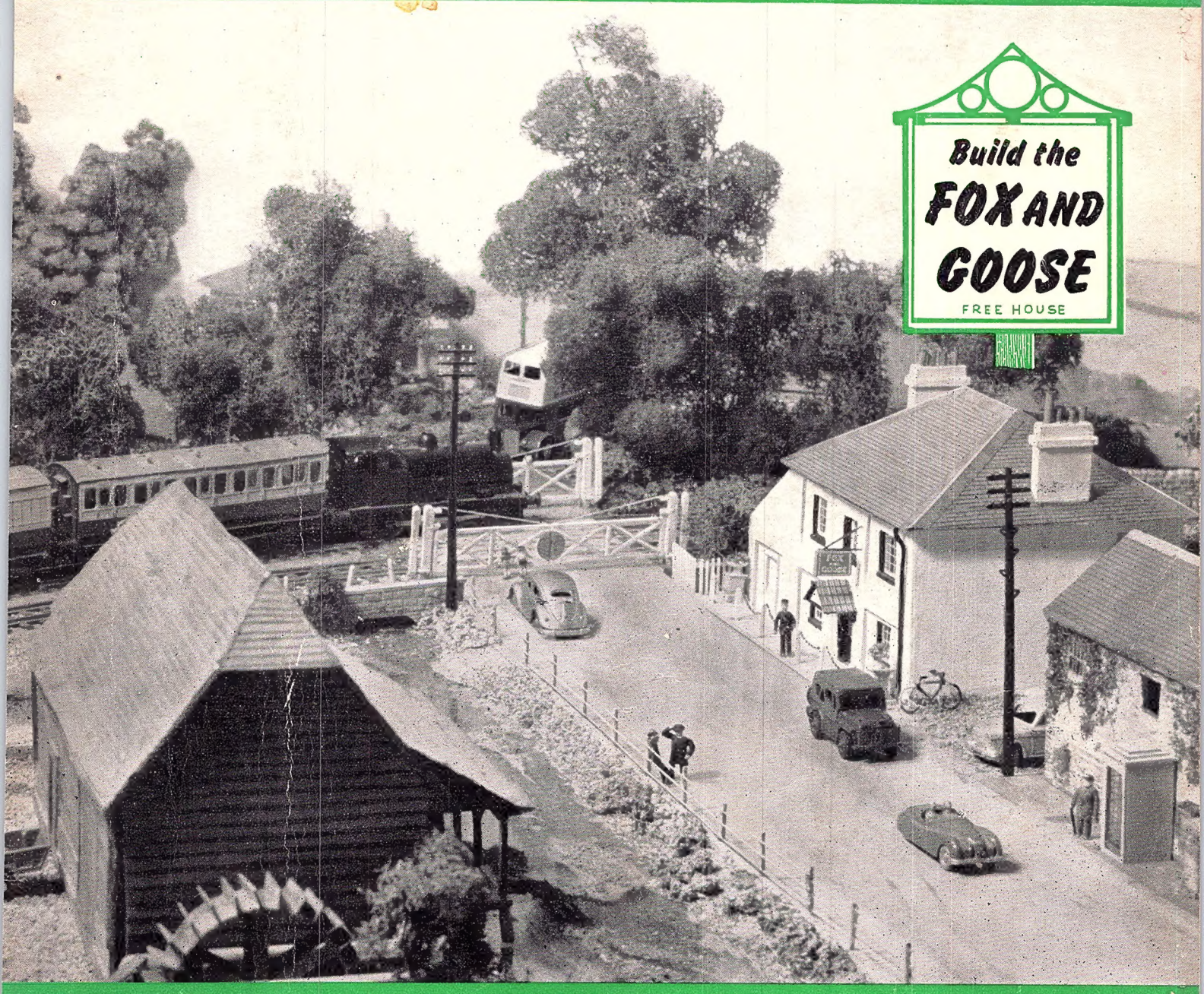
RAILWAY MODELLER

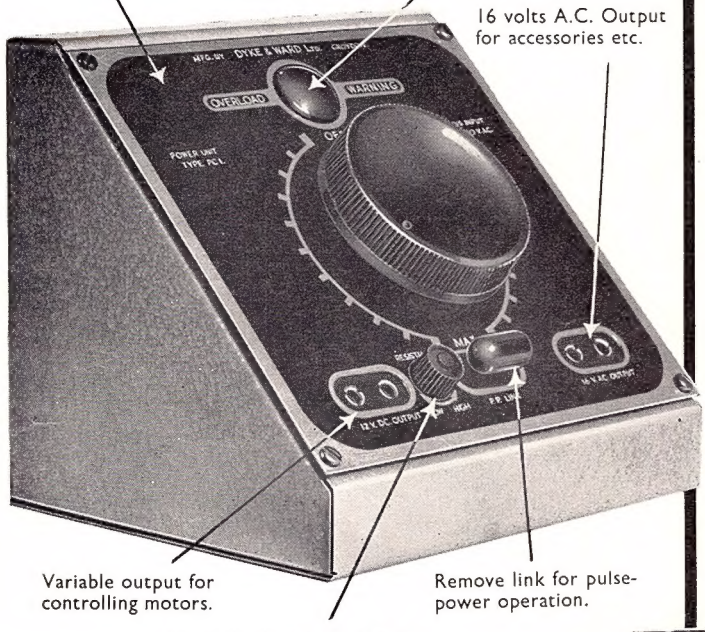
For The Average Enthusiast

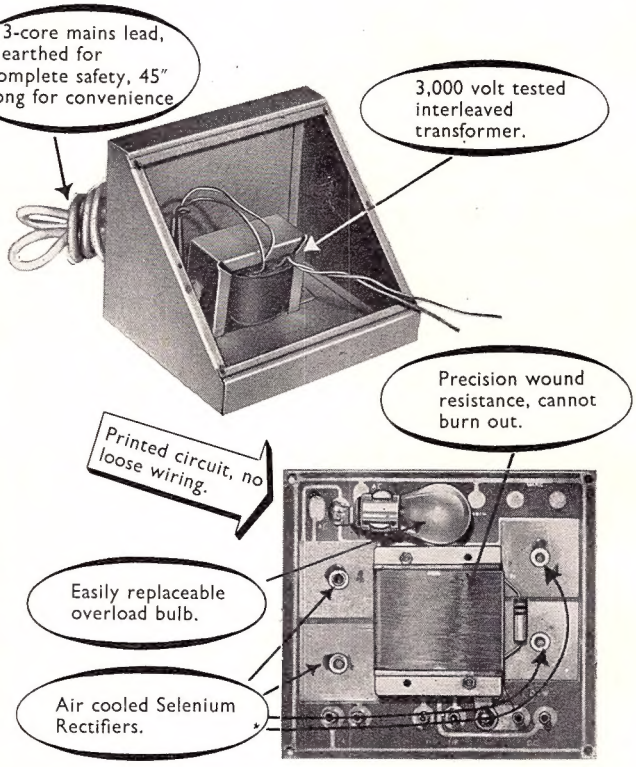


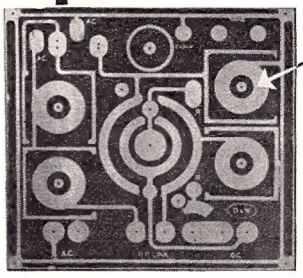
VOL 8 1957 2/- NOVEMBER

And now— the 'P.C.1'

"Printed Circuit" principle now embodied in this NEW Power Unit


Printed anodised aluminium panel. Cannot be scratched.
Warning light giving complete protection to Unit.
16 volts A.C. Output for accessories etc.
OVERLOAD
WARNING
Variable output for controlling motors.
HI-LO Resistance Switch for different types of motors.
Remove link for pulse-power operation.


3-core mains lead, earthed for complete safety, 45" long for convenience
3,000 volt tested interleaved transformer.
Precision wound resistance, cannot burn out.
Printed circuit, no loose wiring.
Easily replaceable overload bulb.
Air cooled Selenium Rectifiers.



HERE IS THE PRINTED CIRCUIT

Here is the latest development in Power Units, combining not only the latest "Printed Circuit," but all the essentials to give Safety, Simplicity in wiring and Long Life in use.

See for yourself this precision built "P.C.1" Unit housed in a steel instrument-type case; the 2in. diameter control knob; its ball-bearing contacts giving smooth action over 300° movement and the large warning light for clear indication of any overload. In addition, there's a special resistance switch for making full use of Control Unit for high or low resistance motors, and optional pulse-power available by means of a link on the front panel.

The "Printed Circuit" is the outcome of extensive research and development by the Radio and Television Trade. It is a method of connecting electrical components together to form a circuit without the use of wires. In the "P.C.1" Unit, for example, only two wires are necessary connecting the transformer to the control panel. This, therefore, eliminates any possibility of bad or faulty wiring, dry joints in soldering, electrical shorts and overheated connections.

All this, plus the "Printed Circuit" and more, is yours for only

PRICE 49/11

12 MONTHS' GUARANTEE

Input: 200-250 A.C.
Output: 1½ amps.; 12 volts D.C. variable
16 volts A.C. fixed

Bradshaw
MODEL PRODUCTS LTD.
40 WATERLOO STREET : HOVE 2 : SUSSEX
Telephone : HOVE 70359 and 33680

Obtainable from all good Toy, Hobby and Model Shops
(We do not supply direct to the public)

TRADE ENQUIRIES INVITED

We have put Harlesden on the map

Thousands of model railway enthusiasts have come to know Harlesden through visiting us. Why not come yourself, and see our magnificent windows and great stocks, the finest in the country. Bus 18B and trolley buses 660, 662, 628 and 664 pass the door, and Harlesden Bakerloo and L.M.S. station is within ten minutes walk. The Odeon cinema is opposite our shop, so ask to be directed to the Odeon.

WE ARE NOTED FOR:

- Our great displays of model railways and working layouts in our windows.
- Our mail order service second to none. Full-time staff always at your service.
- Our willingness to help and advise on any model railway subject.
- Our famous loco conversions and special loco department.
- Our Marklin main agency for goods and repair service.
- Our great stocks of Peco. London main agent.
- Our enterprising and superb range of " TT " items.
- Our ability to hold the largest stocks of Exley kits and coaches.
- Our famous HUB power units.
- Our exclusive items made specially for us.
- Our HUB piano-wire tubing method of point operation.

DID YOU SEE OUR GRAND DISPLAY AT THE MODEL RAILWAY HOBBY SHOW?

SPECIAL ITEMS FEATURED AT THE SHOW:

HUB yard or station lamps, complete with bulb and wires, **3/9** each. " OO " sleeper strip, per yard **1/6.** " TT " sleeper strip, per 18in. **1/1** (as used on show layout). Peco " TT " N/S rail, **4/5** dozen 18in. lengths (as used on our wonderful " TT " layout).

DID YOU SEE THESE MAGNIFICENT "TT" WAGONS AND VANS?

P.O. wagons (1,000 names from which to choose), **7/6** each. L.M.S., G.W.R. open wagons, **8/6** each. G.L.M. mineral wagons, **9/6** each. Gas cylinder wagons, **10/6** each. Tube wagons, (long wheelbase), **9/6** each. Downlow lime wagons, **10/6** each. Cattle vans, **10/9** each. G.W.R. 14-ton brakes (long wheelbase), **13/6** each. Bogie bolsters with log, **27/6** each. Bogie high-capacity wagons, **27/6** each. Bogie N.E. fish vans, **27/6** each. G.W. siphon vans, **27/6** each. L.M.S. bogie monster vans, **27/6** each. Bogie G.W. 30-ton vans, **27/6** each. S.R. bogie utility vans, **31/6** each. Postage extra. All on Tri-ang chassis or Tri-ang bogies complete with couplings.

S.A.E. FOR ALL INQUIRIES PLEASE

HUB MODEL RAILWAYS OF THE WORLD

REGD. TRADE MARK

TAYLOR & McKENNA LTD.

98 CRAVEN PARK ROAD, HARLESDEN, N.W.10

Telephone: ELGar 3573

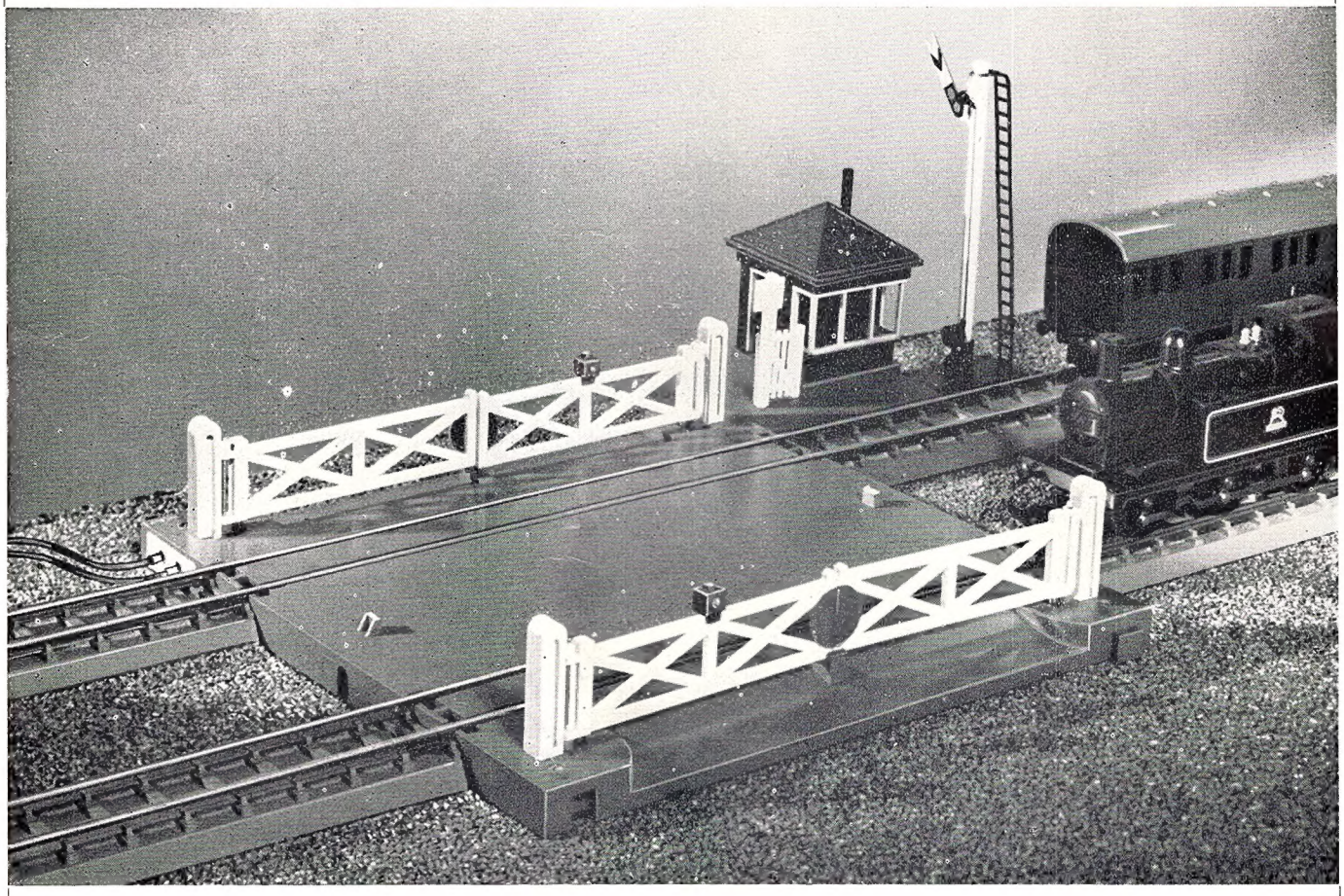
Early closing day Thursday. **Open 9 a.m. to 6 p.m. every other day except Sunday.**

Tri-ang
Regd. Trade Mark

OO HO GAUGE

LEVEL CROSSING

RAILWAYS



TRI-ANG R.170 LEVEL CROSSING

One of the most popular items in the TRI-ANG range, this authentic level crossing, with built-in track, is operated by remote control for absolute realism. The gates swing smoothly open and shut, adding an impressive touch of efficiency to the working of any TRI-ANG RAILWAYS layout. Length 7¼in.

built in Britain by

ROVEX SCALE MODELS LTD., WESTWOOD, MARGATE, KENT

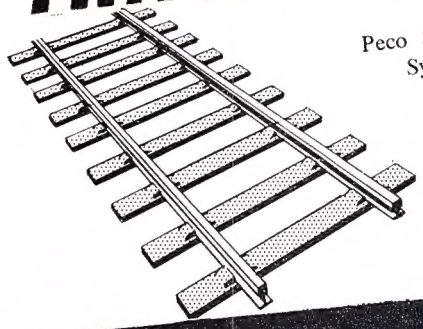
LINES BROS GROUP

KINDLY MENTION THE **RAILWAY MODELLER** WHEN WRITING TO ADVERTISERS

Latest IN TT-3!

PECO TRACK FOR TRI-ANG TRAINS

3/11 YARD

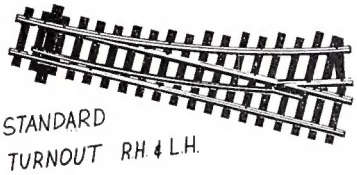


Peco Spiked Track, the Popular So Quick So Simple Do-It-Yourself System, not only saves on cost but provides a Highly Realistic Super Track with rail fixing detail on EVERY sleeper. Sold in convenient packs containing Galvanized Steel Rail, Readiflex Sleeper Units, Square Section Metal Spikes for 3 feet of track and only **3/11**! All Accessories available—see Catalogue.

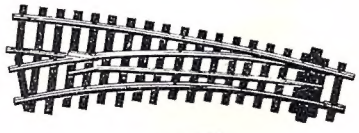
ALSO AVAILABLE WITH NICKEL SILVER RAIL

PECO POINTS ONE PACK-THREE TYPES

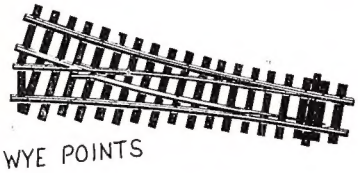
7/6 EACH



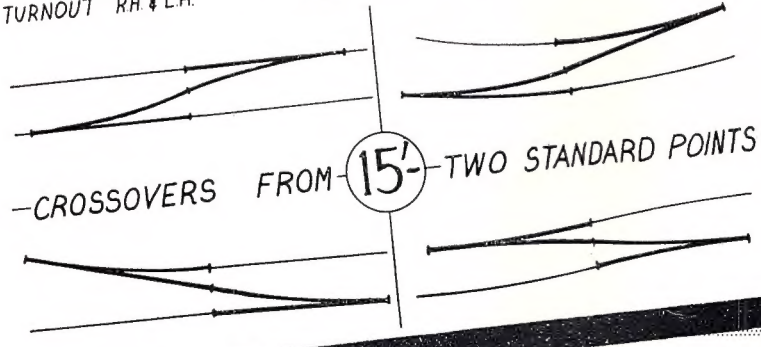
STANDARD TURNOUT RH & L.H.



CURVED TURNOUTS



WYE POINTS



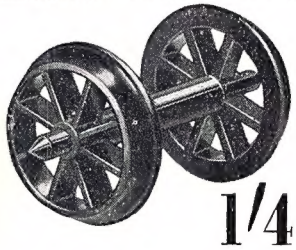
One Point that can be assembled three ways * to suit your space! The basic Kit contains Sleeper Base, Tie Rod, G.S. Rails cut and machined to size, and Fixing Spikes. Requires no soldering and only 7/6 each!

* See illustrations.

ALSO AVAILABLE IN NICKEL SILVER

PECO WHEELS SPOKED NYLON

NOW! The Famous Peco Spoked Nylon Wheel for "TT-3"! Same price, same wonderful specification as for "OO" perfect profile, smooth friction-free running, guaranteed unbreakable for only



1/4

CATALOGUE/ GUIDE

All Peco Products Illustrated.

1/9 By post **2/3**

with sample of spiked track (state "OO" Universal, "OO" Prototype or "TT") **2/9**

THE PRITCHARD PATENT PRODUCT CO. LTD., PECOWAY, SEATON, DEVON

PLEASE TELL YOUR FRIENDS ABOUT THE **RAILWAY MODELLER**

THE MODEL RAILWAY CENTRE

TRI-ANG SPECIALITIES

We carry a very large stock of Tri-ang "OO" and "TT" equipment and can dispatch most items by return. We are appointed TRI-ANG SERVICE AGENTS and we carry all spares.

R156	Suburban motor coach	49/6
225	Ditto, dummy end	9/11
155	Diesel switcher	57/6
129	Refrigerator car	8/5
23	Mail coach set	25/6
224	**Restaurant car**	10/6
101/2	Mk. II hand points	10/3
X 97	Solenoid assembly for converting above to remote control	6/–
R 45	**Turntable**	75/–
161	Hopper car set	29/6
170	Electrically controlled level crossing	27/–

Send **6d.** for the BEATIPLAN for Tri-ang. It shows how a most attractive layout in "OO" can be built up on a door panel.

TRI-ANG CATALOGUE **6d.**

NEW TYPE TRI-ANG TRACK

This is a new plastic track with realistic black sleepers and low cost. It fits the grey track without adaptors. Only straights and curves will be available until 1958.

Straights and curves, each **1/3.**

TRACK CONVERSIONS

TRI-ANG

We take all your Tri-ang "OO" or "TT" track in part-exchange for flexible or anything else you need. Tri-ang trains run better on flexible because of the long lengths between joints.

TRIX TWIN

For the time being we are taking bakelite type Trix track in part-exchange for the new Trix track on a piece-for-piece basis. Now is the time to convert.

TRIX AND TRI-ANG PRICE LISTS FREE

EXHIBITION of TRIX and TRI-ANG

NOVEMBER 1 to 30

9 to 6 daily except Thursday

AT OUR NEW PREMISES at No. 5, The Broadway, Southgate, opposite Southgate tube station, we are holding a comprehensive exhibition of Trix and Tri-ang train sets, Beatiplan layouts and general accessories.

The object of the exhibition is to show interested purchasers what these two systems offer and how easy it is to build up a fine model railway by easy stages.

Before you decide to buy a model railway come and see what we have to offer. Our staff are noted for their courtesy and patience.

COME TO SOUTHGATE!

BEATIPLAN TRAIN SETS

The BEATIPLAN starts with a simple track oval as is supplied with the ordinary train set. You lay it on a 6ft. 6in. x 2ft. 6in. door panel baseboard and build it up as cash is available. These are sets to select when you want to start a BEATIPLAN layout.

TRIX CADET 6-volt GOODS SET	87/6
„ „ „ PASSENGER SET	92/–
TRIX MAIN LINE 12-volt GOODS SET	126/–
„ „ „ „ PASSENGER SET	147/–
TRI-ANG REX GOODS SET	87/6
„ RAX PASSENGER SET	95/–
„ RFX SUBURBAN SET	95/–

ALL THESE SETS ARE COMPLETE WITH TRACK AND CONTROLLERS

Mains units can be obtained from **21/-** to **36/-.**

EXTRA TRACK FOR	TRIX	TRI-ANG
BEATIPLAN STAGE 1	12/6	22/6
2	17/9	20/3
3	25/9	28/9
4	16/6	18/3
5	13/6	14/1
6	14/3	17/3

NEW PLASTIC PAINTING BOX

This is the ideal gift for the modeller who paints Tri-ang plastic wagons, etc. ... ... Post 1/6 **8/6**

TRIX TWIN SPECIALITIES

Trix have produced wonderful new track and a series of D.C. locos. Most Trix prices have been slashed. Trix D.C. still offers TWO TRAINS ON ONE TRACK!

D.C. EQUIPMENT

0-4-0 tank engine, 12v.	42/–
4-4-0 Hunt class	69/–
Lighted goods brake	11/–
Weltrol wagon	9/6
Weltrol loads	4/9
Elevator conveyor	112/6
Signals	4/6, 5/6 and 7/6
Dump wagon	8/3

NEW TYPE TRIX TRACK

Straights and curves	1/3
Hand point	10/6
Remote point with switch	21/–
Terminal rail	3/–
Buffer rail	3/6
Diamond crossing	8/6
Adaptor rail	2/10

A.C. EQUIPMENT

All Trix A.C. equipment will run on D.C. if the A.C. controller is connected to the 12-volt D.C. supply.

We are still supplying Trix A.C. locos both new and secondhand at attractive prices. Ask for our secondhand price list.

BAKELITE TRACK

We have bought large quantities of this fine but obsolete track and offer it at attractive prices while stocks last.

Straights and curves (secondhand 9d.)	1/3
Hand points	10/6
Remote point and switch	21/–

LAYOUTS PREPARED

We are always ready to build layouts with Trix or Tri-ang track for customers within our van delivery area. This service may have to be suspended during the Christmas season.

SOUTHGATE HOBBYSHOP

5, THE BROADWAY, LONDON, N.14
Near Southgate tube. PAL 4258

THE MODEL RAILWAY CENTRE

"OO" or "TT"? Convert to WRENN

WRENN "OO" TRACK

	2-rail	3-rail
Track, per yard ...	4/8	6/2
15in. points	9/4	10/10
24in. ,, ...	10/6	12/3
36in. ,, ...	11/–	12/10
Switch diamond ...	11/8	13/7
Y point	9/4	11/–
Crossover	25/8	28/7
Double junctions ...	36/4	39/11
Terminal rail ...	1/11	2/1
Uncoupler rail ...	3/6	3/6
Fishplates		4/3
Screws		2/6
Buffer stops		2/6
Ballast (2)		1/10
Right-angle crossing ...		2/6
Landscape sheets		6/3
Baseboard sets	27/6 and	35/–
Track sets ...	27/6 and	35/–

Wrenn Track Book, post 4d.

GEM FLEXI-TRAK

Track, per yard ...	4/9	6/3
24in. points	10/10	12/8
36in. points	13/3	15/–
Fishplates per 36 ...	2/5	
Gem catalogue ...	1/–	

OUR FLEXIBLE TRACK CONVERSION PLAN

enables you to get the benefits of Wrenn, Gem, Peco and Welkut tracks at a reasonable figure. You can also change "OO" to "TT" or "TT" to "OO." You can change one system to another. Just pack up your track and post it to us with an order and a cheque for the balance.

PART-EXCHANGE PRICES FOR TIP-TOP TRACK

	Dublo	Trix	Tri-ang
Straights	1/6	6d.	1/–
Curves: ordinary	9d.	6d.	6d.
large radius	1/6	—	1/–
Halves, quarters, shorts	9d.	6d.	6d.
Terminal or uncoupler rail ...	1/6	1/6	1/–
Remote uncoupler and switch ...	5/–	7/6	—
Points: old type hand	3/6	—	5/–
new type hand	5/–	5/–	5/–
remote new type ...	10/–	10/–	10/–
Buffer stop	1/–	1/–	6d.
Isolating rail and switch	3/6	—	—
Diamond or level crossing ...	5/–	5/–	5/–
Switches	2/6	2/6	2/6

Locomotives, rolling stock, etc., must be sent to us for appraisal before we quote a PART exchange price. List of goods and instructions in the parcel please.

WRENN "TT" TRACK

This is the ideal flexible for the "TT" fan. It is beautifully made and very strong. The rail is nickel silver.

Track, per yard	4/11
18in. point	9/4
Right angle crossing	1/6
Buffer stop	2/3
Crossover	21/–
Uncouplers (3)	3/–
Fish plates (48)	3/7
Track pins	9d.
Point lever	1/9
Ballast strip	9d.

GEM "TT" TRACK

Track, per 18in.	2/6
15in. points	12/6
24in. points	13/–
Fishplates (36)	2/5
Buffer stop	2/6
Uncoupler rail	2/–

ORDER FROM SOUTHGATE AND SAVE POSTAGE

ELECTRICAL SPECIALITIES

Minor power unit	45/–
12 volt D.C. power pack ...	36/–
Controller	27/–
Controller/rectifier	33/–
Solenoid motor	9/–

(Fully guaranteed)

SUPER POINT LEVER

"OO" 2/5

"TT" 2/5

We strongly recommend these two levers for all flexible tracks. They are positive, realistic, and they lie flat. Made by S. & B. for us.

BETTER BASEBOARDS

We will dispatch our baseboards and tables up to November 15; after that date we can only supply local orders until after Christmas. No special sizes until 1958 please.

	Table.	Top.
6ft. 6in. x 2ft. 6in.	60/–	35/–
6ft. x 4ft.	87/6	47/6
8ft. x 4ft.	97/6	57/6

Carriage 10/- extra.

BEATIKORK
The ideal underlay

You can crumple Beatikork and it will not crack or crumble. It is rubber-bonded and always resilient. If you want real underlay you will insist on Beatikork.

18in. x 12in. sheet	1/6
48in. x 1¼in. strip	9d.

BILTEEZI SHEETS

A1 House, 2 Garage, 3 Church, 4 Public-house, 5 School, 6 Accessories.

B1 Country station, 2 Factory ("TT"), 3 Loco shed, 4 Platforms, 5 Signal boxes, 6 Tunnels (three colours) ("TT").

C1 Coaling stage, 2 Oil tanks, 3 Goods shed.

D1 Cottages, 2 Farm buildings, 3 Large barn, 4 Tudor inn, 5 Tudor shops, 6 Tudor buildings.

E1 Suburban houses ("TT"), 2 Bungalow ("TT"), 3 Block of flats.

F1 Stone cottages ("TT"), 2 Forge, 3 Chapel ("TT"), 4 Hotel, 5 School, etc., 6 Conversion sheet.

1/10 per sheet, post 4d.

Those marked ("TT") are available in "TT" gauge.

PECO PRODUCTS

We stock all Peco products and can supply many items which have been withdrawn.

Track packs:	
Standard 2-rail scale ...	4/–
Super	5/6
Universal 2-rail	4/–
3-rail	5/6
Universal "TT" rail ...	4/–
Super	5/6
Point packs:	
Standard 2-rail scale ...	8/3
Super	9/–
Universal 2-rail	7/6
3-rail	8/6
Universal "TT"	7/6
Super	8/6
Flat-bottom rail:	
Scale treated steel (12)	4/6
nickel silver ...	7/6
Universal	5/5
"OOO"/conductor ...	4/10
Spikes, per packet	2/5
Sleeper units:	
Scale, universal or "TT"	6/–
Rail joiners, packet	1/10

(Peco catalogue 1/9)

TERMS: CASH WITH ORDER OR C.O.D. (2/- EXTRA).
POSTAGE FREE OVER £2—UNDER, 1/6 EXTRA
SEND 4d. FOR OUR LIST

SOUTHGATE HOBBYSHOP

5, THE BROADWAY, LONDON, N.14
Near Southgate tube. PAL 4258

PLEASE TELL YOUR FRIENDS ABOUT THE **RAILWAY MODELLER**

KIRDON THE POWER PACK PEOPLE

KINDLY MENTION THE **RAILWAY MODELLER** WHEN WRITING TO ADVERTISERS

SIX MONTHS GUARANTEE

VALUE FOR MONEY KIRDON

SUPER SEVEN AD-ON POWER UNIT

WITH THREE CONTROLLERS

★ NEW **BOOSTERS** TO EACH CIRCUIT

The booster is operated by pressing green button and assists difficult starting, increases power and helps on gradients. Boosters on all three controllers.

Note: Kirdon booster does not cause **JACK RABBIT STARTING** and can be used **CONTINUALLY IF REQUIRED.** An inclusive Kirdon feature.

SIX **80/-** AMP.

REAL VALUE FOR MONEY

★ NEW **SUPER CUT-OUT** IT LIGHTS UP

When circuit is overloaded **UP POPS RED BUTTON CUTTING OFF** current to output and **ON GOES RED WARNING LIGHT.** Press to re-set, light goes off.

Each controller has its own cut-out.

List 5d.

PULSE POWER MODEL

89/-

SEVEN MOTORS

With four extra "727" resistance units you can operate seven motors, plus 16 volts A.C. for solenoids and 4 volts for lighting, from this super seven unit.

★ **4** VOLTS A.C. FOR LIGHTING BULBS, ETC.

★ **16** VOLTS A.C. FOR SOLENOIDS AND 1—4 EXTRA "727" CONTROLLERS.

★ FITTED WITH KIRDON POWER-MASTER TRANSFORMER.

→ *IT'S EASY* ←

THE ADVANTAGE OF THE SUPER SEVEN. Three motors all operating at one and the same time without complicated switch wiring and with the addition of up to four "727" units—seven motors.

— **"AD-ON"—THE LOWEST PRICED MULTIPLE-UNIT SYSTEM** —

"TT" KIRDON WAGON KITS SOON

NOT BEING EGOTISTICAL — JUST FACTUAL

For over ten years Kirdon have originated many features for your hobby. We were first in using the words JUNIOR, MINOR, KUB, MIDGI-PAK, ELECTRO-PAK, RAIL-KING, MAJOR and POWER MASTER (July 1956) in the manufacture of transformers and rectifiers.

MUCH COPIED — NEVER EQUALLED

'727'

"AD-ON" UNITS

27/-

KIRDON ELECTRIC LTD., LONDON, W.7. EALING 1684

3 TO BE PROUD OF!
ANNOUNCING D.C. VERSIONS OF FAMOUS TRIX LOCOMOTIVES

REALISTIC! RELIABLE! ROBUST!

... A SUPERB MINIATURE ENGINEERING JOB!

230 T.T.R. reproduction of the famous 4-4-0 HUNT Class Locomotives as seen on the Eastern Region of British Railways. In Black or Green. £3-9-0.

210 British Railway Tank Locomotive 0-4-0 Mixed Traffic, black, lined. £2-2-0.

277 The Meteor Diesel Express Positive Direction Control . . . Changing Head and Tail Lights . . . a brilliant high-speed flier, impressively streamlined. £7-7-0.

Powered by the New 30/700 D.C. Motor, each T.T.R. Locomotive is an exact reproduction, in colouring, lining and lettering, of the real thing.

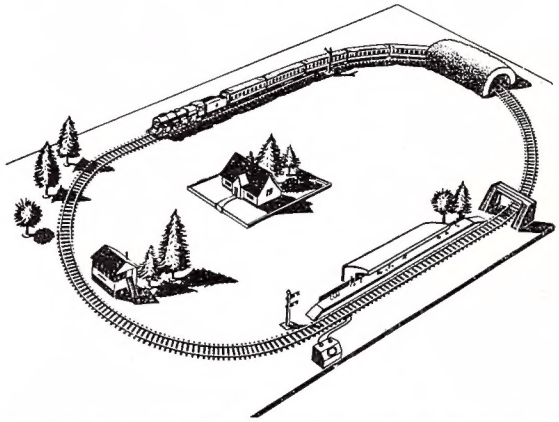
TRIX LIMITED, 5 CONDUIT STREET, LONDON, W.1. *One of the Ewart Holdings Group of Companies.*

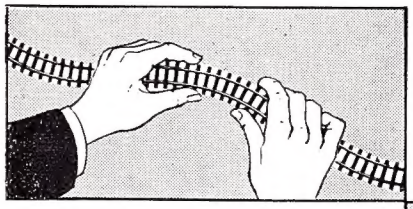
TTL 1

CHOOSE RIGHT — CHOOSE WRENN

For the modeller and the beginner the Wrenn range offers the complete answer to efficient, realistic layout construction in " OO " or " TT " gauge.

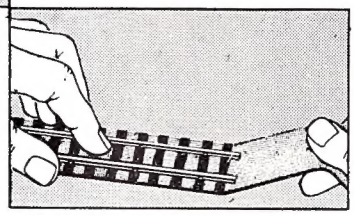
In addition to Flexible Track that can be curved at will, Pointwork to add and increase interest, Track Sets and Baseboard Kits to save time, there are

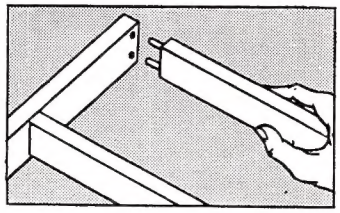




Unbreakable Trees, Landscape Sheet and Ballast Strip to add realism, not to mention many items to come.

Pay a visit to your local retailer and see for yourself some of the Wrenn items that make railway modelling well worth while.





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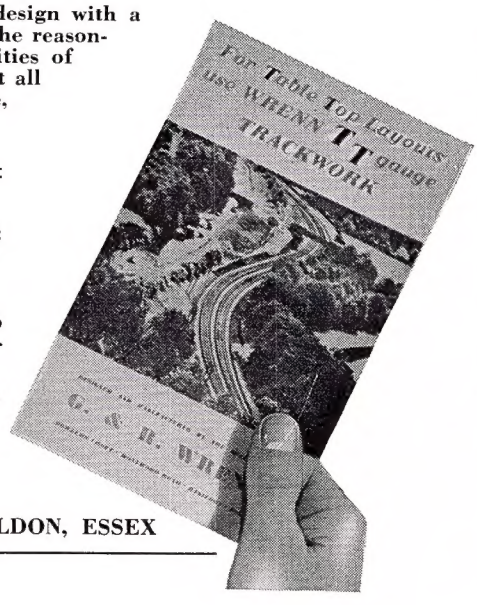

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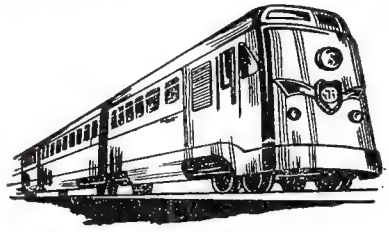

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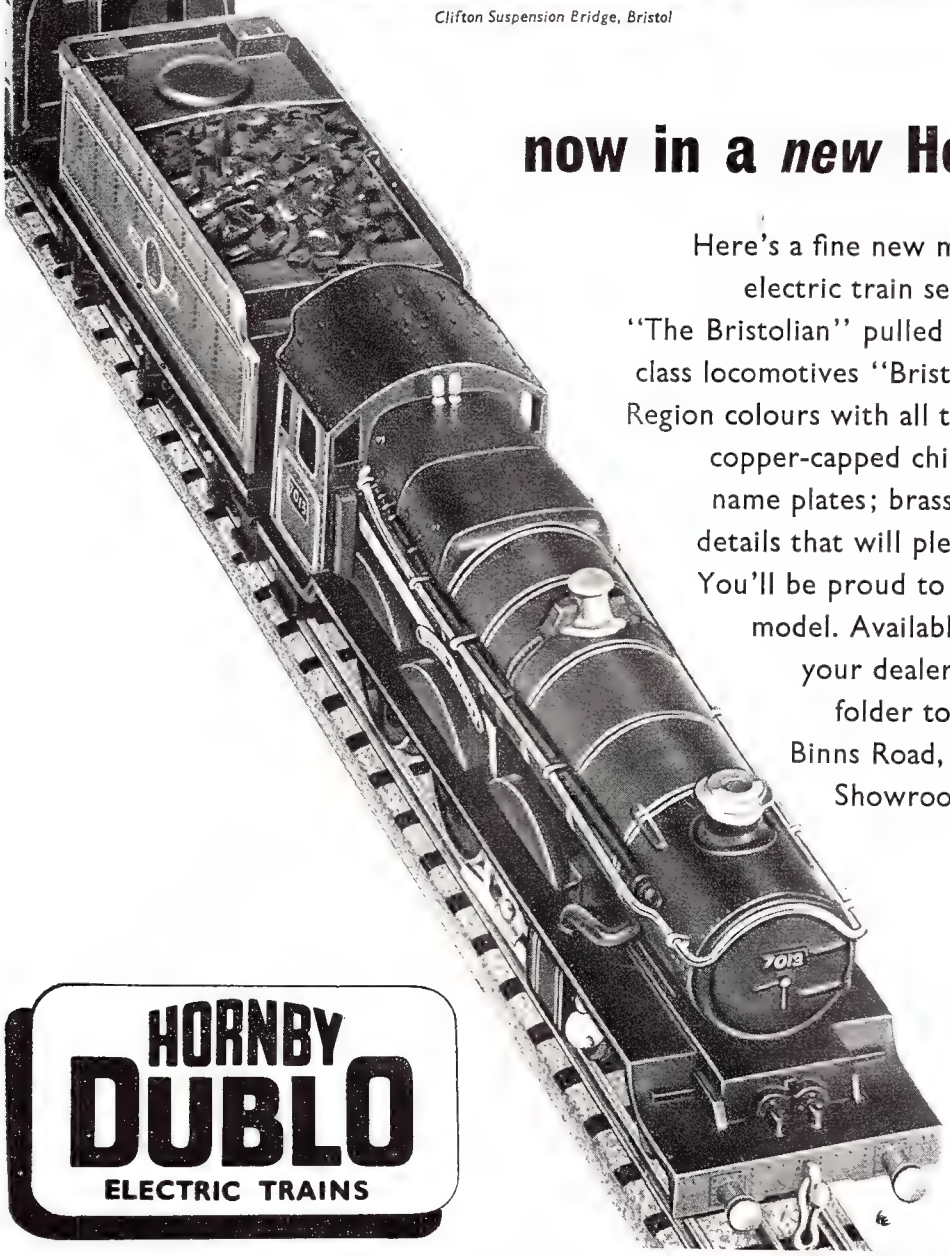

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ACCIDENT REPORTS

Valuable sources of prototype information the Ministry of Transport accident reports are; not so much those dealing with the more spectacular and tragic affairs as the apparently minor ones where no serious damage has occurred but which spotlight some weakness in day-to-day procedure. The recently published report on the derailment which occurred last November at Droylsden, L.M.R., is an excellent case in point. In correcting a defect in a troublesome piece of track the gangers inadvertently introduced another more serious fault, which derailed the tender of a Class 5, with the result that the locomotive and several coaches followed suit. Fortunately no one was injured, although services were dislocated for some considerable time. The interesting point is that the prime cause of the derailment was a sharp increase of cant, one rail being $\frac{3}{4}$in. high at the crucial point. The significance from the modeller's point of view is that $\frac{3}{4}$in. is really very little on our lines (in "TT-3" it is less than ten thou), underlining once more the fact that we must use overscale flanges if our vehicles are to ride over track which, by prototype standards, is very close to, if not past, the allowable limits of maintenance.

NORTH MIDDLESEX ENTERPRISE

The North Middlesex Model Railway Club has recently launched a most ambitious programme of lectures designed to provide beginners with a sound grounding in the hobby. Although the two preliminary lectures have already been given, the remaining four, which deal with the practical side of the hobby, are well worth attending, and those beginners who live in the area but have missed the announcements in the local model shops would be well advised to attend. Full details will be found in "News Special." We trust that this venture will receive the support it so richly deserves.

WRENN TT-3 TRACK

As readers will know, Messrs. G. & R. Wrenn launched their new "TT" track system last month at the Model Railway Hobby Show and it will be our pleasure to give a detailed review of their new trackwork in a forthcoming issue of "News Special." In the meantime we desire to correct an unfortunate error which occurred in their advertisement appearing in our October issue, when the price was quoted as 41/11 per yard, whereas of course it should have read 4/11!

CONGRATULATIONS!

Best wishes to Roy Dock on his promotion this month to editor of the *Model Railway News* in succession to J. N. Maskelyne, who has so ably handled the regulator till now. J.N.M. will be keeping in touch as consulting editor.

TECHNICAL ADVICE BUREAU

One of the special features offered by the RAILWAY MODELLER is a free Technical Advice Bureau service. Judging by the number of letters we receive, this facility is much appreciated, and while it will be our pleasure to maintain the service as efficiently as possible on a free basis we must, because of the considerably heavier postal charges now in force and the amount of correspondence handled, request that where a personal reply is required a sufficiently stamped and clearly addressed enevelope be sent with each inquiry.

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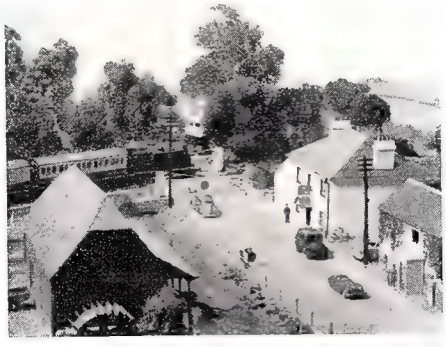

COVER PICTURE

The Fox and Goose Inn, Coombe Bissett's "local," forms the subject of our special feature this month.

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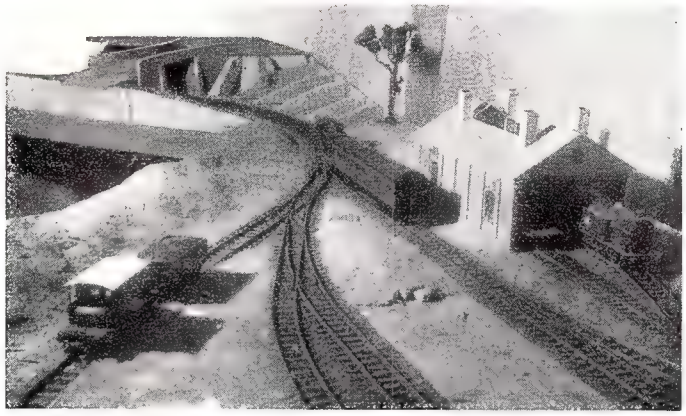
Railway of the Month

WILMINGTON VALLEY

by J. E. Bridger

A " OO " gauge three-rail layout based on Southern Region practice—complete with juice rail !



The original Wilmington, which came to an untimely end, taken from the goods shed roof.

PRIOR to that fateful day known as " call-up " the Wilmington Valley Line was in the popular branch line form, and was based on Watlington (W.R.) with the addition of an engine shed. The " theme " followed, however, was " Southern." Construction was proceeding at a moderate pace, due more to lack of funds than to lack of time, as I was then a " penniless " art student. It was my first layout after leaving the proprietary track behind, and the later trackwork was beginning to show up the defects of some of the first attempts.

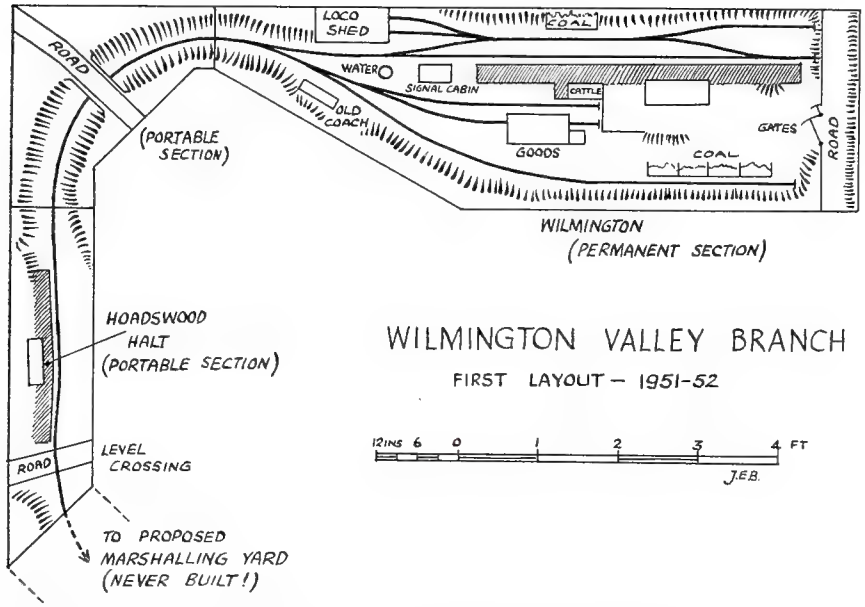
It was not really surprising, therefore, that when my " papers " came I decided to scrap the whole layout, as the future at that moment did not worry me, and whether or not the line would see a new start did not even enter my head. Out came the hammer and screwdriver and, lo and behold, the result : a pile of wood, plaster, etc., and a few odd buildings that I decided merited further use.

For the next three or so months modelling was left behind and out of mind while the R.A.F. tried to make an airman out of me. Having, however, managed to survive most attempts at same, I found myself posted within easy reach of home, and after several " 48s," during which I visited various friends' layouts, I began to wish I had not been quite so drastic. There was nothing for it but to start again, and so many evenings in the billet were spent chewing the end of a pencil and producing many and varied layout designs. Circumstances indicated simplicity, so I decided to go " suburban " and give myself an excuse in the future for building a Southern electric unit which I had often fancied tackling. The final design was to be as Fig. 2.

The new layout was entirely portable, and much smaller than the first one in that it was to be no wider than one foot in any part. Like the former layout, it was to be point to point, but with the difference that both stations would be modelled to appear as through stations by making the track disappear into a tunnel at one end and under a road bridge at the other. Thus in time to come, when the company could boast enough rolling stock, we could extend into a marshalling yard either end. The possibilities of a sectional layout are numerous, as it can be likened rather to the proprietary types of track in that one can add sections almost anywhere, and should one move to a larger room the layout is " tailored " to fit merely by adding extra sections. Special sections can feature such scenic features as a viaduct or a crossing, etc., and would be ideal to exhibit rolling stock at the local exhibition. And one can do a lot of modelling in " 4mm." in the width of only one foot.

It will be seen from the plan that there are no goods or loco facilities planned. My interest as far as rolling stock is concerned is mainly in building passenger stock, and I foresee that it will be a long time before I have built enough to cramp even this small layout—progress in the company's carriage works is somewhat slow. Locos are (visitors are told) based elsewhere. Goods, stock however, will often be seen running through. The main object was to build a layout on which I would soon be able to have something running.

On the former layout I had built every inch of track myself from Peco F.B. Individulay parts, which was all very well when



Track plan of the original Wilmington Valley Line, showing the features constructed up to the time of closure. As can be seen, it followed the conventional branch line style, the terminal plan being closely based on Watlington.

Top right : approach roads and signal cabin on the new Wilmington Valley Line. B.R. standard 2-6-4, built at Meccano Works, Liverpool, arriving with down passenger.

Bottom right : general view of Wilmington. B.R. 2-6-4T on three-coach local at main platform, ex-L.N.E.R. N2 0-6-2T in bay.

one had more time than money, but now I was in a reverse situation, for time at home was limited to weekends and odd days of leave, while financially (believe it or not) I was much better off—my art student income being not far off nil. So I decided to try Pecoway track and build only the points myself. The result was rewarding and the whole trackage as planned was completed and wired in about a year, all during my R.A.F. service.

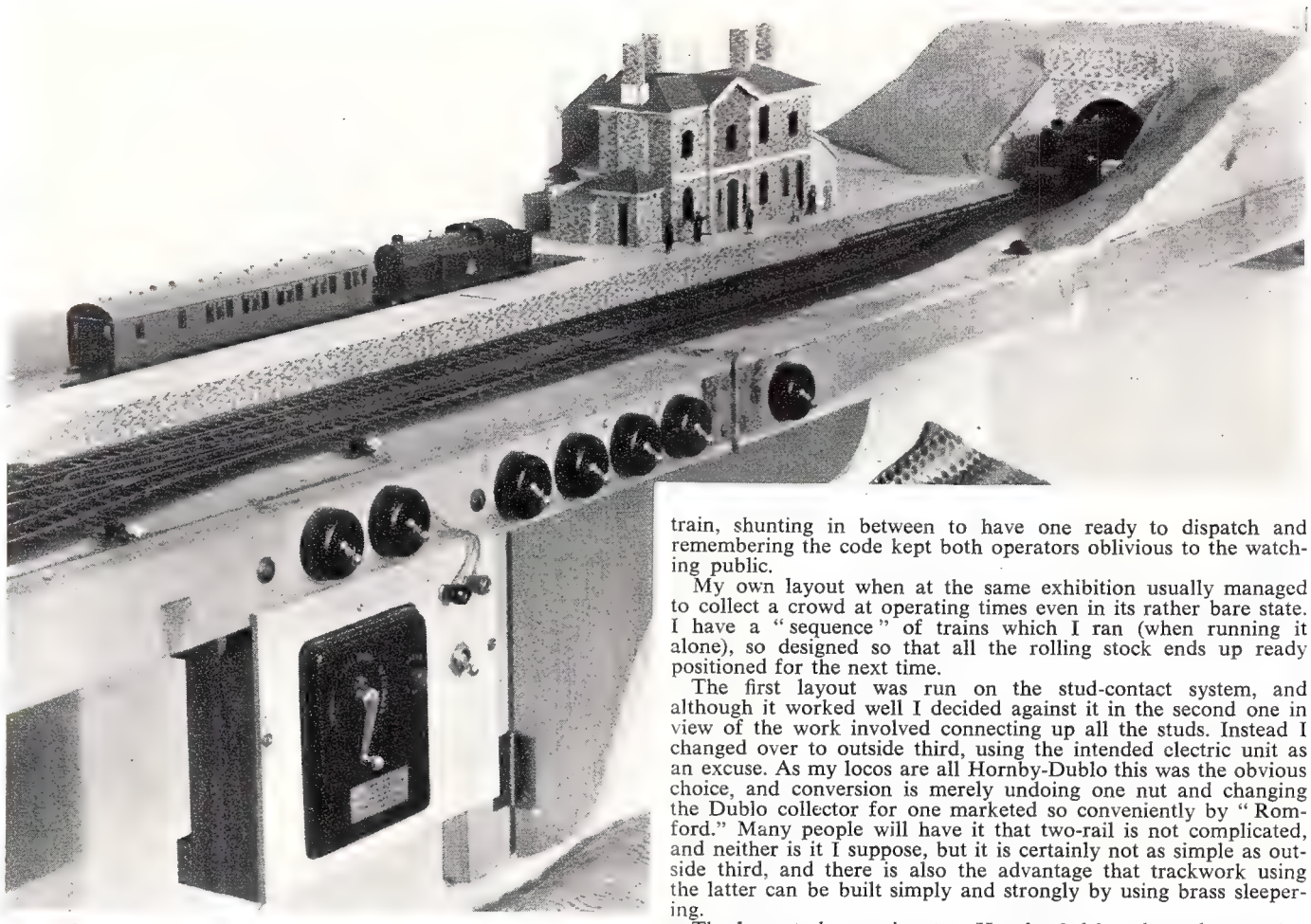
Four sections of the baseboard are curved [details were given in the June R.M.]. I decided that these would take up less storage room than the more conventional triangular ones which seemed to be the only alternative.

The sections are joined by hinges with removable pins. No fishplates are used where the baseboards meet. The rails do, however, terminate by being soldered to a brass sleeper which is screwed through to the baseboard frame. This, experience had proved, was necessary with constant handling, as these ends are easily knocked while the layout is erected. Electrical connections are made through the hinges and with the usual brass contacts, which link up as the layout is assembled.

When in use Wilmington stands on the bench upon which construction is usually carried out. The curved sections have hinged legs which can be removed if used on another site—an exhibition for example. Hoadswood rests on a series of hinged (hinges here, there and everywhere) brackets Rawlplugged to the wall over my bed. These brackets fold flat against the wall and Hoadswood stows away under the workbench when not in use.

Each station has its own controller and either controller will operate the one station only, or both when I am on my own.

It is intended to install a bell-code system, as I have very pleasant memories of working one end of the Hastings Model Railway Circle's layout fitted thus at an exhibition previous to when my own layout was shown. Their layout then was not much bigger than mine is and I was surprised how hard one had to concentrate in order to cope—setting up the roads to receive a



Hoadswood station. 0-6-2 and suburban brake third in bay, 2-6-4T emerging from dummy tunnel. Note how this gives the impression of "going somewhere." This picture also shows how the layout is carried above the bed.

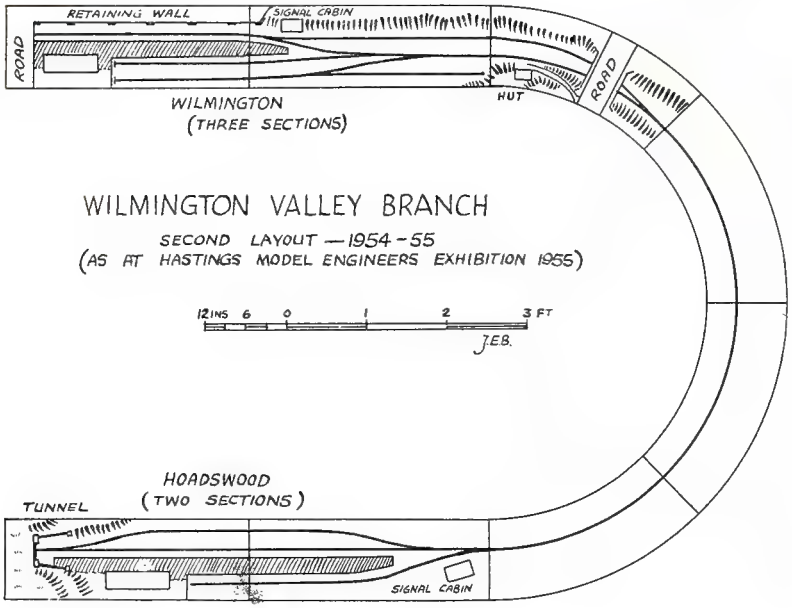
train, shunting in between to have one ready to dispatch and remembering the code kept both operators oblivious to the watching public.

My own layout when at the same exhibition usually managed to collect a crowd at operating times even in its rather bare state. I have a "sequence" of trains which I ran (when running it alone), so designed so that all the rolling stock ends up ready positioned for the next time.

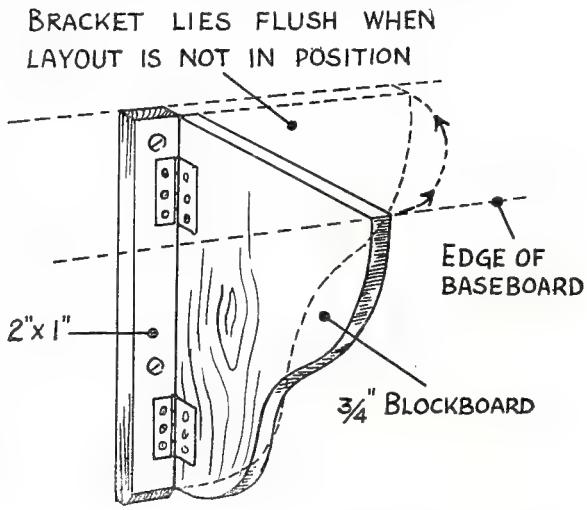
The first layout was run on the stud-contact system, and although it worked well I decided against it in the second one in view of the work involved connecting up all the studs. Instead I changed over to outside third, using the intended electric unit as an excuse. As my locos are all Hornby-Dublo this was the obvious choice, and conversion is merely undoing one nut and changing the Dublo collector for one marketed so conveniently by "Romford." Many people will have it that two-rail is not complicated, and neither is it I suppose, but it is certainly not as simple as outside third, and there is also the advantage that trackwork using the latter can be built simply and strongly by using brass sleepering.

The loco stud comprises two Hornby 0-6-2 tanks and one 2-6-4. There is also a 2BIL electric unit under construction fitted with a Romford motor bogie. Rolling stock so far comprises a home-built ex-S.E.C. "bird-cage" three-coach set and one Tri-ang coach fitted with Nucro bogies. Three Peco wagons complete the assortment.

The second Wilmington Valley Line.

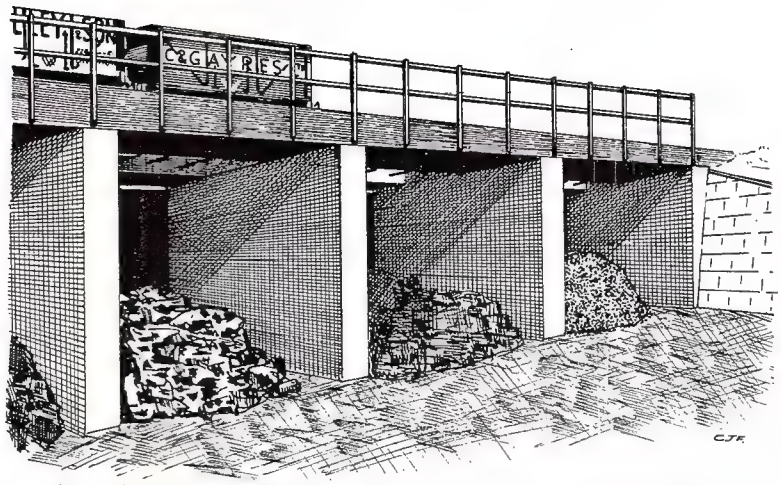


Supporting bracket for portable sections.



DO IT YOURSELF No. 22

COAL DROPS



COAL drops make an attractive and not often modelled feature, as they introduce two levels into the goods yard. The prototype is more commonly found in the north of England; indeed any model supposed to be located on the old North Eastern Railway should possess them, but examples are to be found everywhere, particularly around the high-level lines in London. The principle of coal drops is that the wagons, which are provided with doors in their floors, are simply run over the drops and the coal is shot straight on to the waiting pile, whence it can be loaded into lorries or bagged for domestic use.

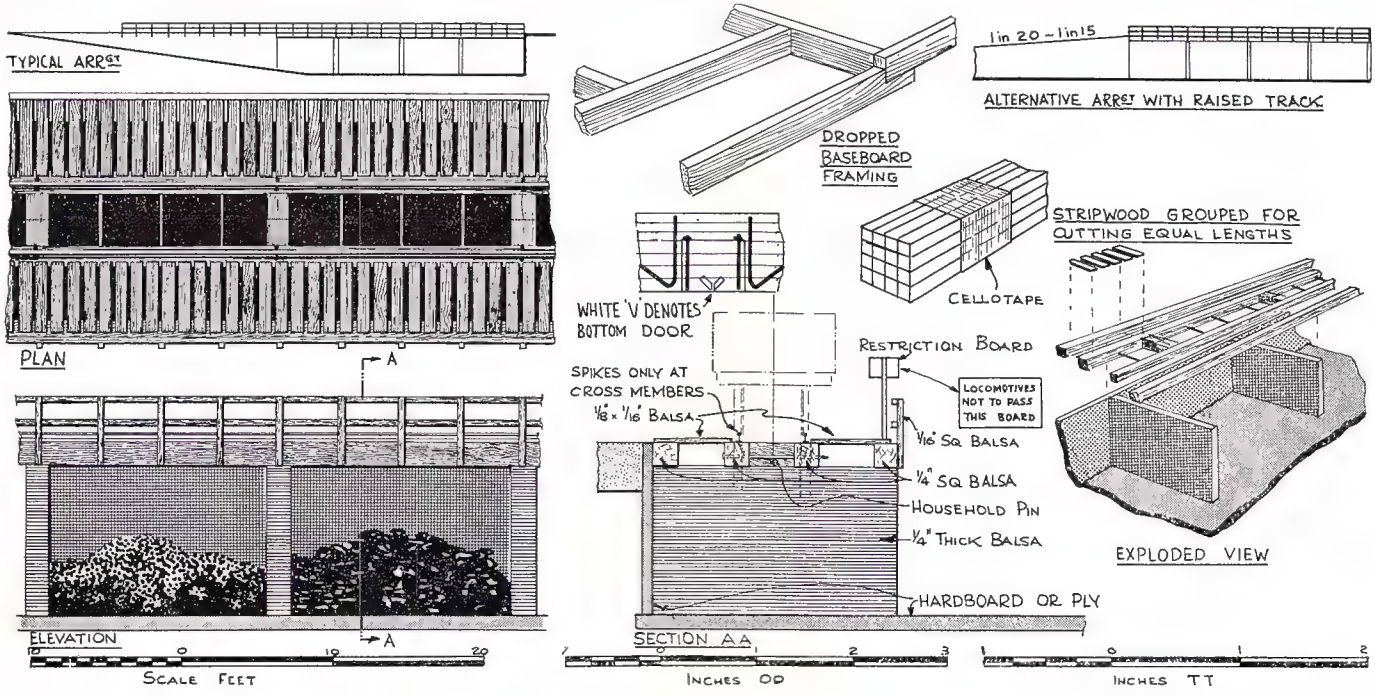
The construction of the model itself is quite simple. The walls dividing the coal compartments are cut from ¼in. balsa and covered in brick paper. Next the ¼in. square balsa longitudinals are cut to length to suit the site and, together with the cross transom located across each wall, secured to the wall with balsa cement. Before the outer pair are located long household pins should be pushed through the inner pair as shown to represent the tiebars.

At this stage the partially assembled model can well be located into the layout. As this involves alterations to the baseboard level, much depends on the basic construction of the frame, which may need modifying. A suggested arrangement is shown; alternatively the staithes can be mounted as an extension in front of the main base or else built as a raised portion of the goods yard—a common form of construction where suitable sites did not present themselves.

With the framework in place it is now time to lay the track. Over the coal drops themselves Peco F.B. rail is spiked direct to the ¼in. square balsa longitudinals, which should, of course, have been correctly spaced for this purpose, the spikes being placed where the longitudinals intersect the walls.

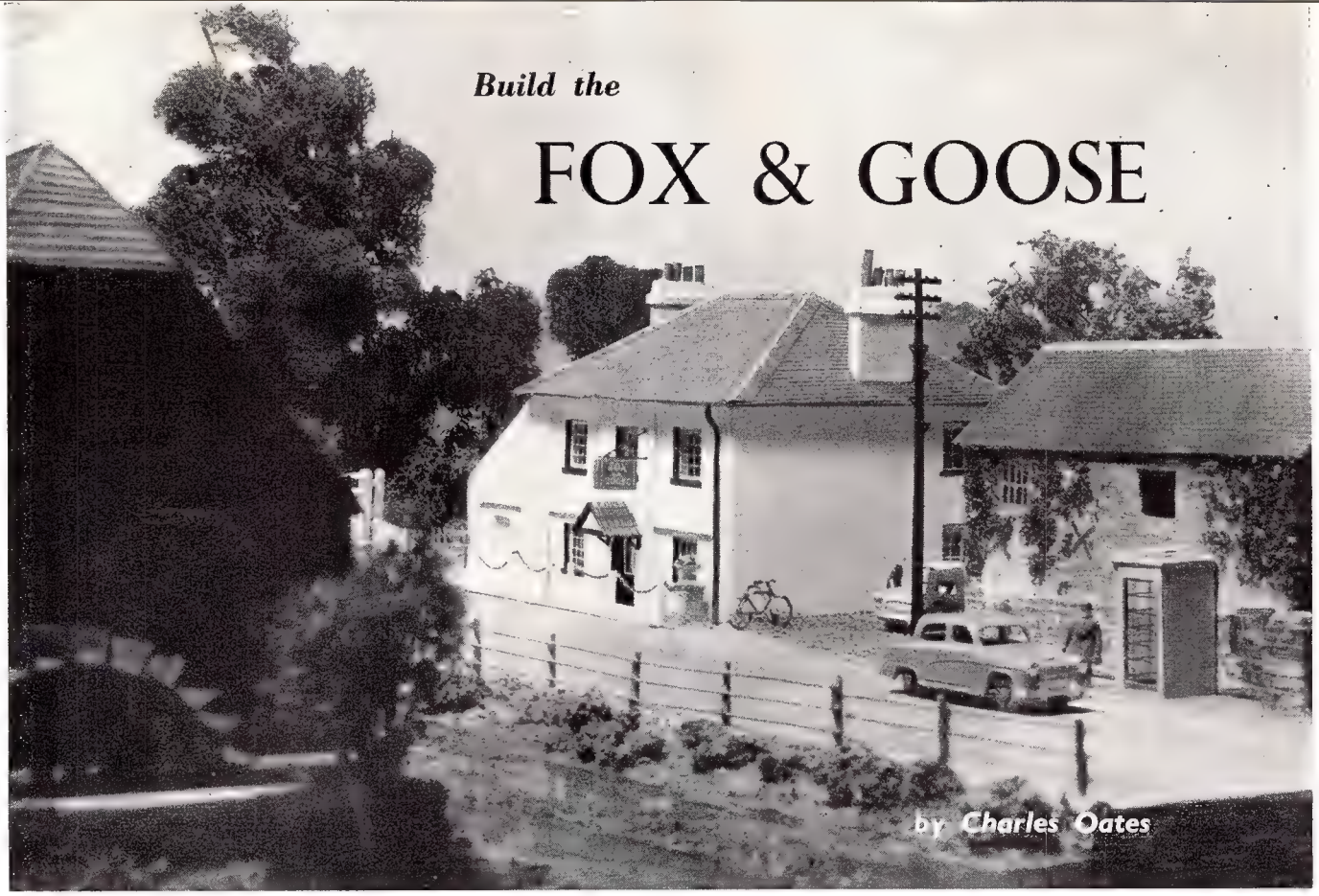
The next task is the construction of the handrail and the addition of the flooring. As this involves a large number of sections of identical length, several pieces of balsa strip should be taken and bound with Sellotape into a square bundle, as shown in the sketch. In this manner a large number of identical pieces can be cut simultaneously with a fine saw, rather than the tedious business of cutting each length individually. So easy is this in fact that we suggest that the flooring consists of individual planks cut from ¼in. x $\frac{1}{16}$in. balsa rather than from a length of scribed timber, for scribing all those individual planks accurately is a lot more difficult than it sounds, whereas cementing individual planks in place with a pair of tweezers is delightfully simple. Moreover with individual planks one not only follows correct practice, but can indulge in detail modifications such as breaking an occasional plank, or replacing one with a new section of different thickness. The handrail is cemented from $\frac{1}{16}$in. balsa and calls for little comment. As a final touch the loco restriction board, made from balsa and card and lettered with a fine mapping pen, should be located at the beginning of the coal drops proper.

Coal wagons using these drops must be provided with bottom doors, this being indicated by the presence of a white V on the centre line of the wagon side. This can be added to the Peco coal wagons with a little white ink or paint.



Build the

FOX & GOOSE



by Charles Oates

MUCH water has passed under the bridge at the Old Mill Farm since the last article was written on how I built it. The village has gone ahead, but first of all I think a short history of the events since the last article may be of interest.

Shortly after the Old Mill Farm description was written the then existing layout, which was along one wall of my studio and measured 16ft. by 3ft., was scrapped, as the lady of the house very kindly, and most generously, offered me the use of one of the larger bedrooms, which measured 17ft. by 13ft. Before any change of mind could be made the layout was completely and utterly dismantled and staging erected in the new location.

I was determined this time that no scenery of any kind should be attempted until all trackwork was laid, and upon completion of the baseboard track-laying began—all 121ft. of it—including fourteen turnouts and a crossover, all electrically operated! This naturally occupied the whole of my spare time for many months, but at last came the day when I could say "Right, I am now off on scenery." The only building left from the old layout was the barn itself. Everything else started again from scratch, benefiting very much from the experience gained in the original layout.

Before construction of the Fox and Goose inn began many afternoons were spent measuring up, drawings being made to the actual size in 4mm. scale. This has proved invaluable, as when the building is completed it seems to fit together so much more easily than if one just guesses at measurements. The walls of the building were marked out on $\frac{1}{8}$in. balsa, and the window and door openings cut out. The walls were then assembled in position and measurements made for the roof. This was made as an entirely separate removable unit, as the building is lit from inside by a 3.5-volt electric bulb.

The next stage was the covering of the walls to represent the recessed moulding. This was done by cutting out, as shown in diagram "A," from three-sheet Bristol board sheet and cementing in place. Next the entire building, which is plaster-covered, was given a coat of Gesso powder, obtainable from any artists' colourman, and upon this being dry, it was lightly rubbed down with sandpaper until the requisite finish was acquired. Window-framing was then scribed upon sheet Perspex and the window frames fitted into place, curtains (represented by coloured tissue paper) being stuck behind some of these, and black paper behind others, as these windows would not be then lit from inside. I think that to see all windows lit in a building gives a completely unreal appearance. Fall pipes were added, cut from soft iron wire, and guttering from umbrella ribs. All walls were then given a coat of process white poster paint, and window frames and fall pipes one of black.

The roof unit was made as shown in illustration 2. This presents no problems and was covered with commercial tile-paper and paper ridging tiles. The chimneys were made from balsa wood with cardboard mouldings and chimney pots cut from $\frac{1}{8}$in. dowel, not forgetting to vary the sizes of these. Here and there on the roof little patches of ordinary stationers' gum were painted and a sprinkling of yellow-green sawdust sprinkled on to represent the moss which is prevalent in this district.

The main door was then made in the usual manner with overlay panels of Bristol board, and the small porch above the main door made from Bristol board covered with red-tiled pantile paper. The posts along the front were made from $\frac{1}{16}$in. sq. balsa connected by S. and B. fine chain. The two pedestals with the urns and geraniums, at each end of the frontage, were made from small pieces of balsa and dowelling and dyed sawdust for the flowers and foliage. These, of course, add an authentic touch to this model.

Crossing the yard to the right of the Fox and Goose we see the old, rather decrepit barn. This was made in the same way as the main building, the difference being that the courses of brick in the lower part of the building were indicated by first painting that portion of the building with mottled colours of burnt sienna, vermillion and brown, and upon them being dry the brickwork was scribed with a compass point showing the white Gesso underneath. The square gap in the top of the building is actually bare, as the window has long ago fallen in. The notice board by the side of the telephone kiosk was fashioned from a piece of perspex with the notices painted on the back, thus showing through the front. The two sides and top were then painted with ordinary poster paint. The wastepaper basket was fashioned from a small piece of wire mesh. The gravel in the yard of the Fox and Goose was represented by covering the yard with stationers' gum and then sprinkling with cork dust passed through a fine sieve.

The creeper-covered wall of the barn presents no difficulty. Simply paint on the pattern of the creeper as required in stationers' gum, give a heavy sprinkling of green-dyed sawdust on top, building up by two or three successive coats of gum and

A RAILWAY MODELLER "SPECIAL"

ALL MAIN WINDOWS DOUBLE SASHES SIX PANES EACH SASH.
ALL FALL PIPES PAINTED BLACK.

DIAGRAM OF BUILDING AT REAR.

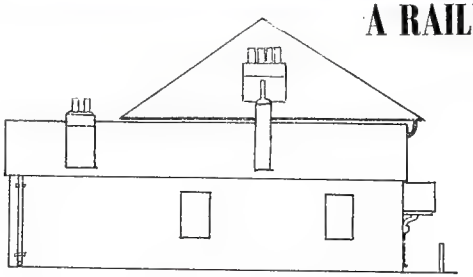
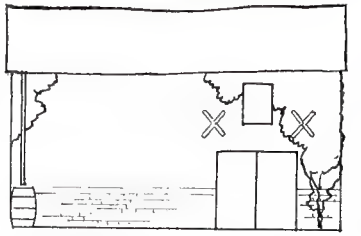
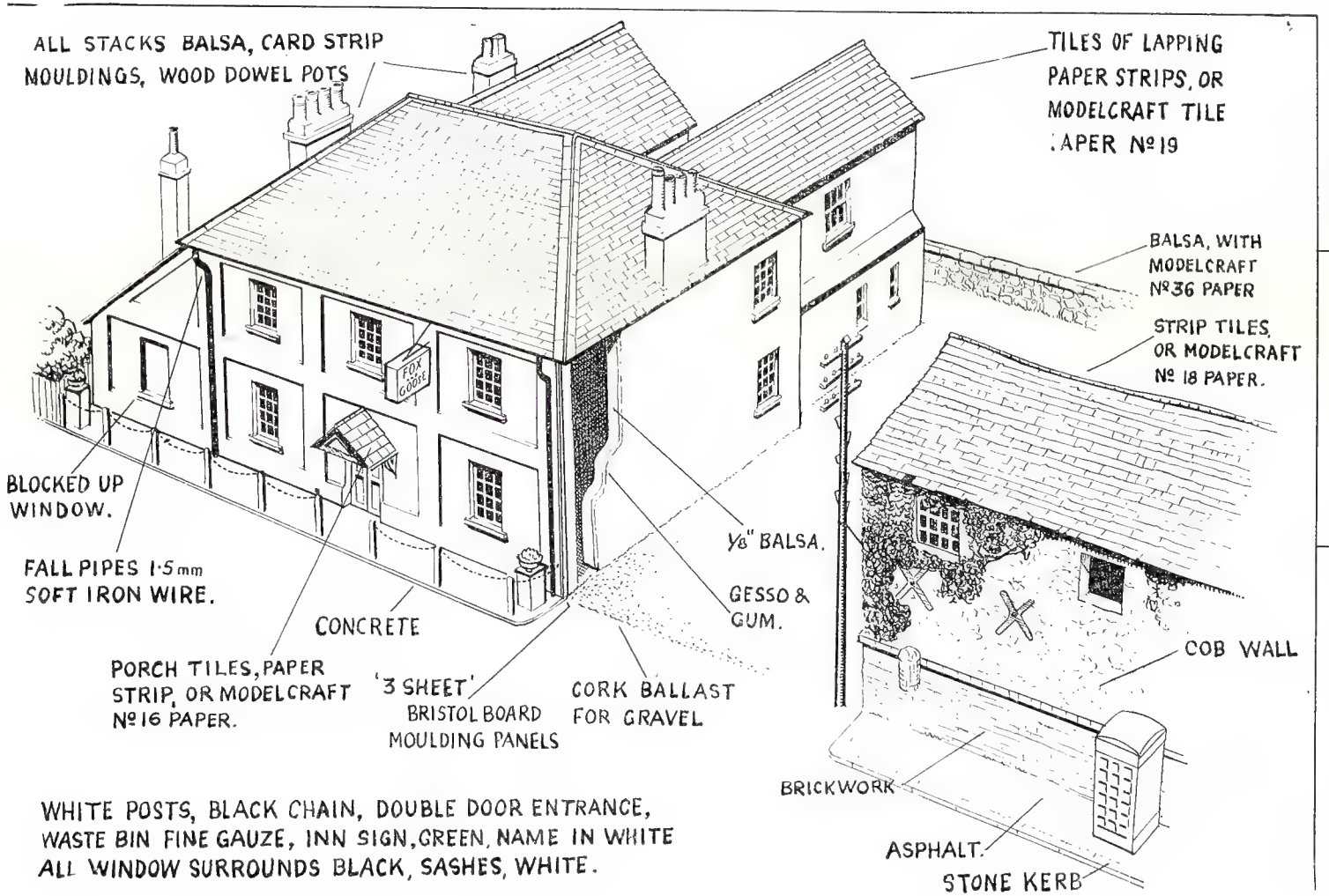


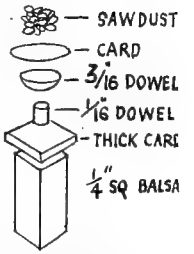
DIAGRAM OF LEFT HAND END.



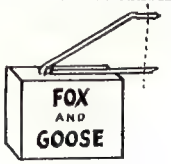
(BOTH ENDS COVERED WITH CREEPER)
REAR OF BARN.


ALL STACKS BALSA, CARD STRIP MOULDINGS, WOOD DOWEL POTS
TILES OF LAPPING PAPER STRIPS, OR MODELCRAFT TILE PAPER Nº19
BALSA, WITH MODELCRAFT Nº36 PAPER
STRIP TILES, OR MODELCRAFT Nº 18 PAPER.
FOX AND GOOSE
BLOCKED UP WINDOW.
FALL PIPES 1·5mm SOFT IRON WIRE.
1/8" BALSA.
GESSO & GUM.
CONCRETE
PORCH TILES, PAPER STRIP, OR MODELCRAFT Nº16 PAPER.
'3 SHEET' BRISTOL BOARD MOULDING PANELS
CORK BALLAST FOR GRAVEL
COB WALL
BRICKWORK
ASPHALT.
STONE KERB

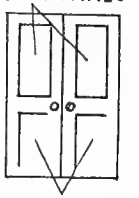
WHITE POSTS, BLACK CHAIN, DOUBLE DOOR ENTRANCE, WASTE BIN FINE GAUZE, INN SIGN, GREEN, NAME IN WHITE ALL WINDOW SURROUNDS BLACK, SASHES, WHITE.



EXPLODED VIEW FLOWER URNS.



INN SIGN
BALSA BLOCK & THIN WIRE



FRONT DOORS DETAIL.

Looking along A354 towards Salisbury. Only the level crossing does not exist on the prototype, for, unlike the village, the railway is purely imaginary.

sawdust, should it project very much from the wall.

The telephone box, which unfortunately has turned out to be a little wide (and will be replaced by one more to scale) was made from squares of perspex scribed with the panels and covered with paper to represent the concrete.

The road in front of the inn was made from a piece of very thin plywood coated with a matt paint, not forgetting to darken the centre of the road where traffic passes and to show skid marks, oil patches from buses and the various things which disfigure the road, taking great care that there is no hard line where the road meets the pavement—a little plaster fillet along here pushed in with a fine piece of wire meets this adequately.

The telegraph posts are a commercial production and very excellent reproductions indeed. Unfortunately I am completely unable to remember the name of the manufacturer of these.

Also accompanying this article are two further photographs showing the surroundings of the Fox and Goose. It may be of interest to some readers who know Coombe Bissett to see the author's house beyond the level crossing gates.

BOOK REVIEWS

THE OBSERVER'S BOOK OF RAILWAY LOCOMOTIVES second edition, revised by H. C. Casserley (Frederick Warne, 5/-).

When we reviewed the original edition of this book we expressed the opinion that it was a most valuable publication. In the intervening months we have found ourselves turning again and again to its pages to help identify a locomotive, or to refresh our memory.

The second edition, which has been brought up to date, is likely to prove even more useful, as a slight rearrangement of the contents under regions has made reference easier. It has, however, produced some surprising results now that regional boundaries bear little resemblance to the old companies' frontiers, perhaps the most surprising of which is to find the Stanier three-cylinder 2-6-4 tanks listed under Eastern Region. This is quite correct, but appears wrong because we have grown accustomed to referring to locomotives as being of L.M.R. (or E.R. or W.R. or S.R.) design, whereas we should have used the company name. After all, Midland compounds and Tilbury tanks were built by the L.M.S., but no one pretended that they originated there!

We can only endorse our recommendation of the first edition; this is indeed a most valuable publication, and a must for all who love locomotives.

Free-lance and American style modellers will find C. J. Allen's account of modern American coaching stock particularly interesting, for it is exhaustive, informative and well illustrated. Reduction in coach weight is a factor which so far does not seem to be greatly pursued in this country, except to some extent on diesel multiple-unit stock, and the strides made in the U.S.A. make interesting reading.

A.T.C. is a subject which gets ventilated at almost every serious railway accident, and, in view of the extensive developments of this aid which will take place under the modernization plan, T. S. Lascelles's masterly, lucid and impartial account of its history and development is welcome and timely. In particular his remarks on radar and its present uselessness for railway purposes could well be studied by some of the energetic "experts" who write to the daily press after every serious collision.

In reviewing a book of this nature one is always at a disadvantage, for space does not permit extensive reference to every single item, so we have instead dealt at length with our favourites. The rest of the book is fully up to the same standard, so we can only add five words more—buy it and read it.

(*Continued on page 263*)

CONVERTING TRI-ANG OO COACHES

by R. K. Battson

TO those people who hesitate over the difficulties of constructing scale model coaches, and tremble at the cost of hand-made specimens, the comparatively new R28 and R29 Tri-ang vehicles, a main-line brake third and composite respectively, offer, at 9/3 each, a very satisfactory solution to the problem of providing an adequate supply of passenger stock.

They are practically a scale 57-foot length, and are beautifully moulded and coloured in hard plastic, with excellent surface detail, not only on the bodies themselves, but also on the bogies and underframes. It is true that the sides are rather thick, but except from a very oblique viewpoint this is not very noticeable. Such other drawbacks as they have from a scale modeller's viewpoint can be very easily overcome at no cost whatever.

The first point for attention is the rather unsightly automatic couplings, which are better removed entirely, and the coaches permanently coupled in rakes of three or four. Cut through one side of the projecting plastic lug with a knife file, and lever gently off, which will expose enough of the brass rivet to enable this to be cut away and the coupler withdrawn. Cut off the remainder of the plastic lug and file smooth. Permanent coupling can then be easily effected by drilled metal strips loosely held by small self-tapping screws in the remnants of the original lugs. A small loop of wire, with a tripping extension, can be used at the locomotive end, and this and the intermediate strips should be painted a matt black, when they will be almost invisible.

The next job to tackle is the wheels, which are very coarse and will, in fact, bottom on the chairs of scale track. These wheels are of plastic, with an integral extension sleeve through which passes the axle proper, and the method of location is not at first sight obvious. Actually a small spline near one end of the axle grips the sleeve of one wheel, the other being free to float laterally.

To extract the wheels, note which is the floating one and, holding the fixed wheel, gently push the axle out from the *free* end with something which will pass through the axle hole in the bogies, such as a fine nail; it will come out quite readily.

Next take a wheel, thread the axle through its sleeve so that the spline just grips, and chuck the whole issue, sleeve and all, in a hand drill-brace; be sure to insert the axle, or the pressure of the chuck will crush the plastic sleeve.

Once firmly held, bring the wheel down on a sheet of glasspaper, and turn the handle until the flange depth is reduced to the amount required, this depending on the type of track in use. Naturally, make it as shallow as practicable, and finish off on the back of the glasspaper sheet, which will give a good final surface.

Now remove the wheel from the chuck, and rub it carefully and evenly, face downward, on the glasspaper until the overall thickness is reduced to a little under 3mm. Do not overdo this, or all the rim markings will be effaced. Again finish off on the back of the glasspaper, and treat all wheels similarly. The plastic is easily removed, and all eight wheels can be dealt with in half an hour.

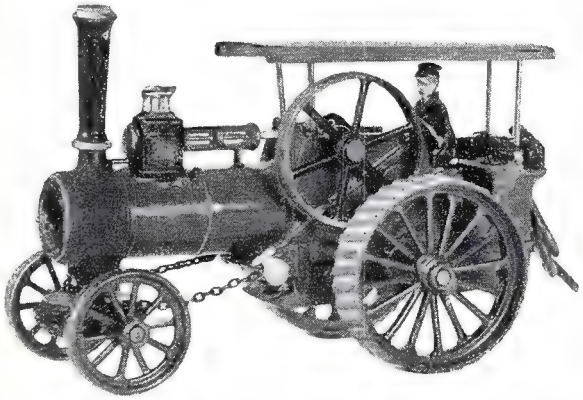
Next cut about $\frac{3}{32}$in. off each axle and file the cut end smooth. Reassemble in the bogie frame, reversing the extraction process, adding 10 B.A. washers, painted black, at each end to take up the now considerable end float (accuracy of gauge is taken care of by the fact that when the inner ends of the sleeves butt the gauge is held automatically), and over the open end of each axlebox stick with Durofix (which holds excellently to plastic) a small rectangle of stout celluloid painted a matt black. This gives a perfect appearance, coupled with very smooth running and two-rail insulation.

If interior fittings are required, these can be readily added in painted card. The coach roofs can be fairly readily removed, as they snap in place and are held by a little adhesive about halfway down each side. In practice, however, so little can be seen of these interiors that the work, and the small but real risk of damaging the coach, may not be considered worth while.

At their modest price these little vehicles are within the reach of all, and with the modifications described can take their place on almost any layout.

A QUICK CONVERSION

The Allchin traction engine in the Lesney "Models of Yesteryear" series (2/3 from all good model shops) is virtually 4mm. scale and perfect in detail. Nevertheless it is amenable to those additions we all love to make. With the aid of materials from the scrap box and a tube of Pafra we soon produced the model depicted here.



COAL GLUED TO BLOCK AND CEMENTED IN BUNKER. SLATER'S DRIVER CEMENTED TO SQUARE OF $\frac{1}{8}$in. BALSA (TO RAISE HIM TO CORRECT HEIGHT) CEMENTED TO FLOOR OF CAB. CANOPY CUT FROM SHEET METAL, SUPPORTS FROM WIRE AND CEMENTED IN PLACE. HOSE MADE FROM WIRE AND CEMENTED TO BACK OF BUNKER. STEERING CHAIN (S & B 24-LINK) FIXED TO STEERING QUADRANT AND STEERING DRUM.

PAINTING DATA

Cab interior and roof, cylinder block, chimney, smokebox, steering drum and underframe: MATT BLACK (wipe paint off smokebox door lettering, leaving this in gold). Front wheel and flywheel treads: GREY. Piston and crosshead: SILVER. Safety valve, crosshead guide, maker's plate, band at base of chimney, worm and wheel: GOLD. Remainder of model in maker's colours.

THE NARROW GAUGE LOOK

by Rick Green

Part IV

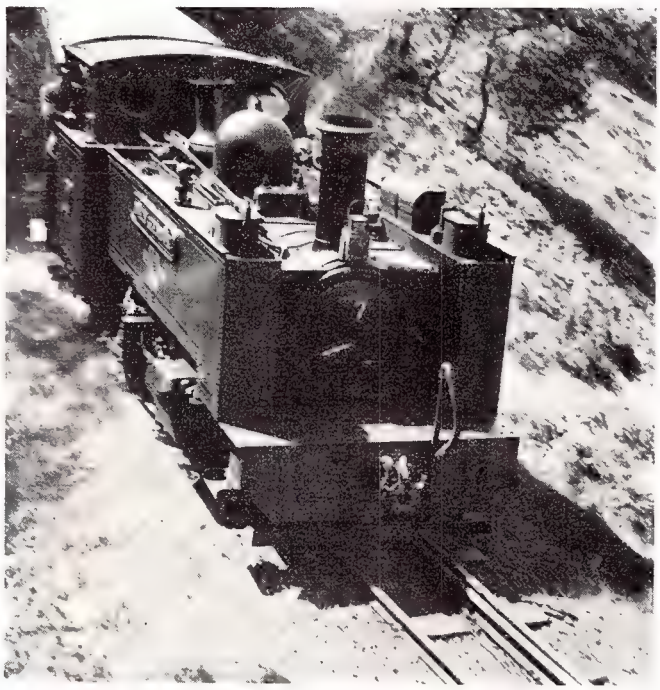
ALONG ROCKY

THE last few miles of the Vale of Rheidol train's climb to Devil's Bridge is a scenic *tour de force* which could only be imitated in model form by using the American open frame construction very much as given by Mr. Bridger in the June number.

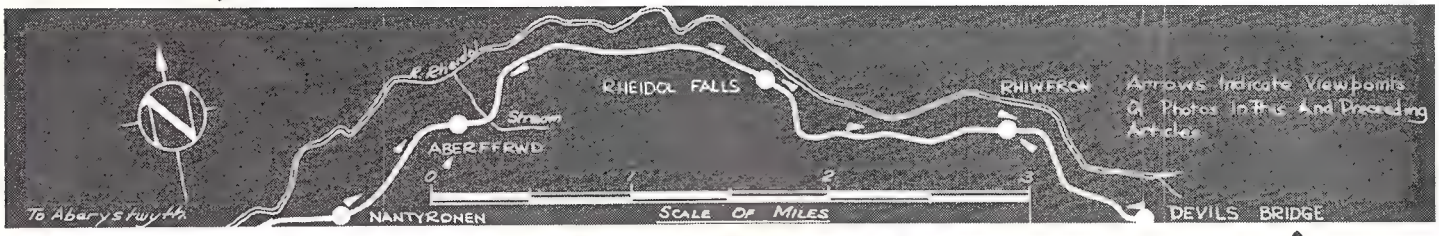
The line clings doggedly to the mountain side, always gaining height and, seen from below, the train slogs steadily upwards along the skyline. Looser forms of ground are traversed by moderately wide stretches, the debris flowing downhill among the trees like a flaky grey river, rocky outcrops are sliced down with ver-

Left: Engineman's-eye view of the track.

Owain Glyndwyr at speed—note the clutter on the tank and boiler tops.



Typical rock formations in one of the cuttings—plenty of scope for scenic experts here!



LEDGES

tical cuts where the train has barely room to pass and longer promontories are cut through leaving a wall to the south and a little projecting knoll to the north. The treetops are mostly below the train and the views are unsurpassable.

Odd crevices hold tiny streams which are safely piped away downhill under the trackbed; and the down workings of several mines are passed, the flooded adit of one being so close that you can toss a biscuit into it from the train. One or two sections have been reinforced with old rail and sleepers as retaining walls.

There are two halts, Rheidol Falls reached from the valley across a crazy trestle and wire bridge, and Rhiwfron, once the terminal of the cableway from the Rheidol mine and where the remains of a siding can still be seen. Like Glanrafon and Nantyronen, new name boards have been erected at these halts; as request stops they have never been closed in practice.

Typical ledge construction as effective in model as it is in the prototype. Note the formation of the foreground, shown by the solid section line.

A short cutting through a bluff—note the reverse curve as the line takes the shortest possible path.

Between these halts on the Horseshoe Curve across Cwmyrogo stands the wreckage of the loading staithe of the Erwtoman mine.

The distances of the rock faces from gauge at rail level varies from 41in. to 57in. as averages, there being a slight lean back with the closer faces. The downhill side has one bit at only 38in. from gauge to vertical fall away on bedrock, but more generally there is from 3½ft. to 5ft. of made level bank from gauge to the fall away downhill. Often the ballast falls sharply for up to a foot and then there may be an irregular trod way before the second level gives way to the slope. I have drawn surface lines on two pictures to show this. Occasionally too there are little "laybys" where the fencing pops up from below and is level with the track and spares can be stacked.

On the inside of the curve is the magnificent top cutting where the stock swings in noticeably, the closest point of rock is 53in. and the clefts go back for up to 72in. from gauge. The outside of the curve has closer rock at 42in. minimum, but there is as much as 9ft. clearance in one bay.

NORTH MIDLAND

Concluded from page 226, October issue

After leaving the station trains proceed over the Port Dicksby basin by means of a beautiful model Scherzer rolling lift bridge, which actually works as the prototype, it being electrically operated by a "Lucas" windscreen-wiper motor.

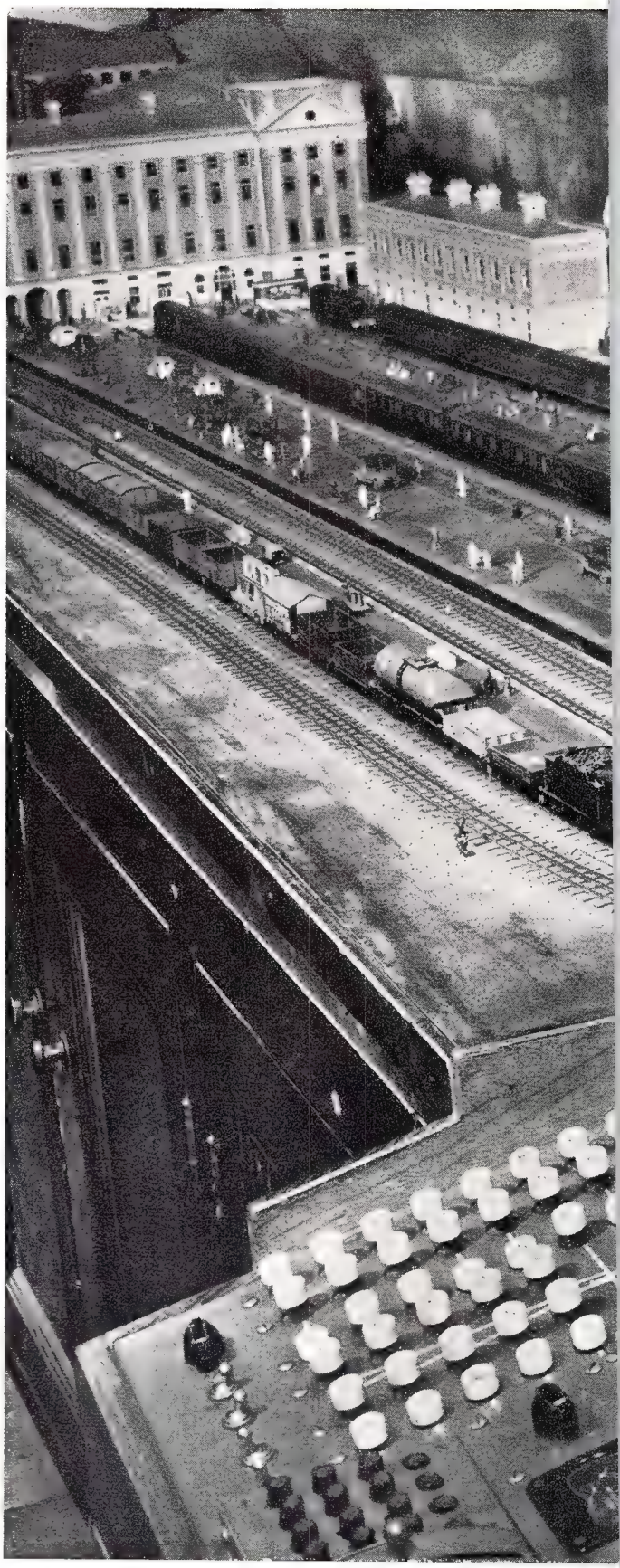
Immediately to the right of Castle William is Port Dicksby with its extensive marine possession and effects. On the quayside is the paraphernalia one usually associates with dockland—travelling cranes, sidings, etc., and a well-built embarkation shed and customs office for travellers by the cross-channel packet *Ulster Prince*. The Pullman car train, composed of rebuilt Graham-Farish cars with improved bogies, is used exclusively for this traffic. *Ulster Prince* is a beautiful example of the model shipbuilder's art, proving that Mr. Pearson's modelcraft is not confined to dry land. She is electrically driven from storage batteries contained in her engine room, remote control for the steering of this vessel when under way being provided by small two-wheeled bogies on outriggers, running on a submerged track laid on the river bed. Other details are an engine-room telegraph bell and a ship's siren. By the way, the water *is* real—all 100 gallons of it in fact!

In addition to this vessel there are other craft—a topsail schooner (*Lily*), a three-masted fully rigged *Cutty Sark*, a pleasure steamer, a few tugs and odd rowing boats. All except the pleasure steamer were constructed or adapted by Mr. Pearson. At the far end of Port Dicksby are a small running shed, used exclusively by the North Midland locomotives, and a tanker-discharging quay.

The next town to come into view is Arthurston. Here again there is a wealth of detail in a typical small town dominated by an airport. The station buildings are on the road bridge over the six tracks, the roadway out of the town connecting up to the roadway adjacent to the hotel and station buildings at Tapton City. The airport is liberally provided with dispersed aircraft of all descriptions, while there is a military establishment between the railway and the aforementioned road where considerable numbers of guns, tanks and suchlike are on display. There is an impressive scene just past Arthurston where the main line skirts the Tapton City Station Hotel, which dominates an exquisite vista of Penmaen Lake, an excellent example of the background painter's art.

Nearly 100 buildings are included in the layout, among them being shops, banks, forges, public-houses, working-class dwellings, factories, etc., and there are about fifty buildings purely associated with railway affairs. The majority of these have been built by the owner, and some are completely equipped inside. The shops have their appropriate wares on view. Messrs. A. Kenyon and G. N. Slater have been responsible for some further excellent examples of the accessory craft. Road traffic is there in plenty, and this includes the products of Messrs. Hornby, Tootsie Toys of U.S.A., and other sources unknown. The "live" personnel amounts to some 500 figures and about 100 various animals, of which there are outstanding examples to gladden the heart of any farmer and stockbreeder. The layout is void of any telegraph poles and wires, and this may be due to practical experience, as such accessories can become a mixed blessing in certain circumstances. Meticulous care has been taken to ensure that all the accessories keep to the atmosphere of the general layout, and one would have great difficulty indeed in finding one piece which did not fit into the scheme of things.

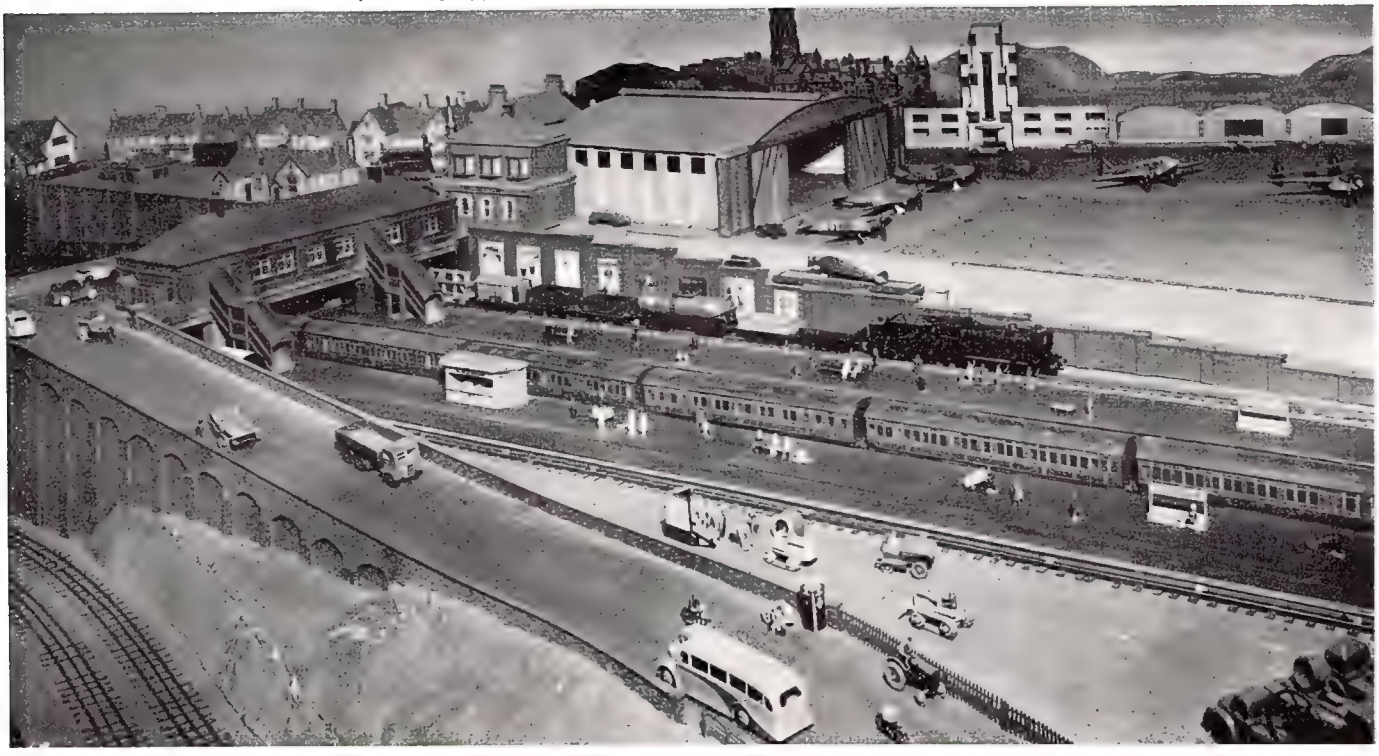
The North Midland, which is situated in Chesterfeld, can be visited by interested parties provided a prior appointment has been made. Mr. Pearson asks that any such request shall be accompanied by a stamped addressed envelope and that at least one month's notice be given. He regrets that where these conditions are not complied with he will be unable to oblige. Requests should be addressed c/o the RAILWAY MODELLER. A box is provided for visitors to help swell the funds of the railway charities.



Tapton City. Study the wealth of detail in this outstanding model.

BULLION
VAN

Above : Tapton City approach and facade. Below : Arthurstown and its associated airport.



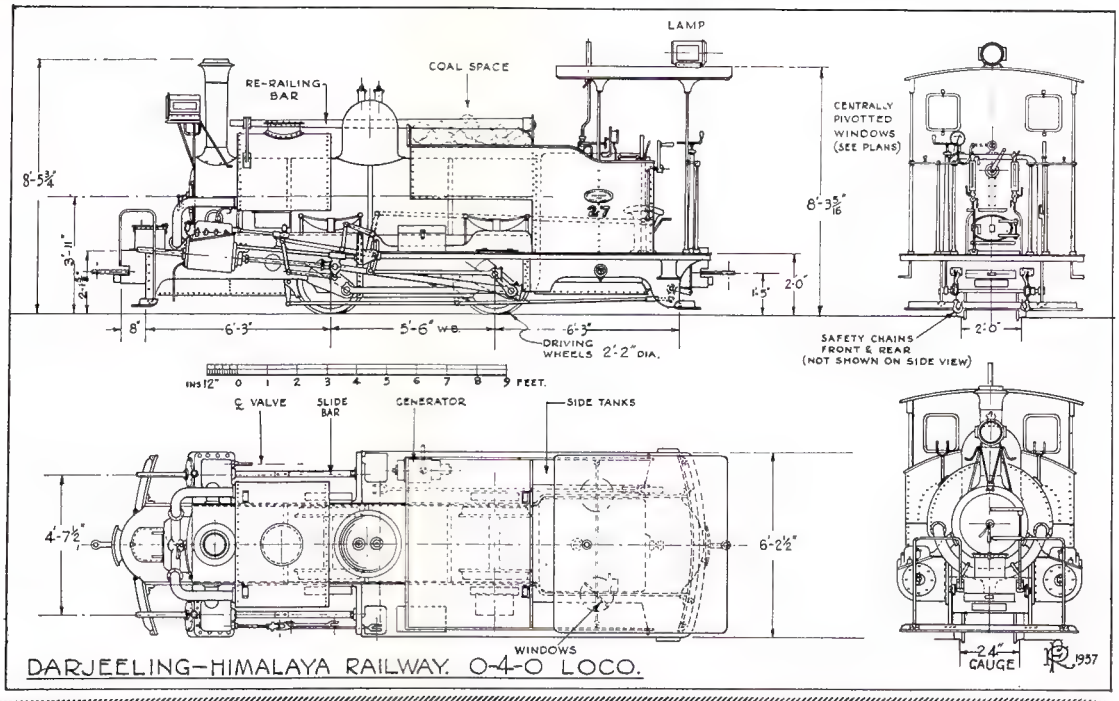
DARJEELING-HIMALAYA RAILWAY 0-4-0 TANK

The accompanying drawing, prepared specially for the RAILWAY MODELLER from official blueprints by F. J. Roche, depicts one of the most attractive and distinctive of all two-foot-gauge prototypes, a standard 0-4-0 saddle tank of the Darjeeling-Himalaya Railway.

The drawings are virtually self-explanatory, except perhaps for the re-railing bar. This consists of a large pole carried on the locomotive for use when one of the rare derailments takes place. The locomotives are so light that they can be levered back into place!

Drawing 4mm. scale by

F. J. ROCHE



OO or TT-3?

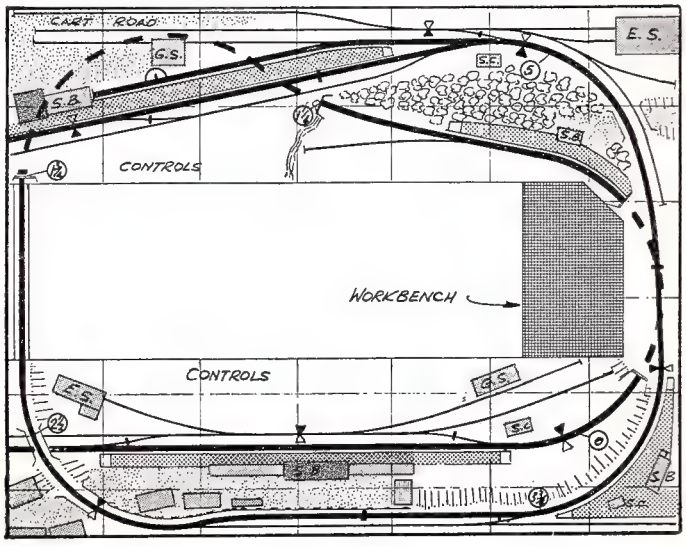
A CUSTOMARY assumption is that a given "OO" layout can be accommodated in an area measuring two-thirds the size if built in "TT-3." Looked at from the viewpoint of pure geometry this is correct, but there is an alternative proposition; in the same area the same layout built to a smaller scale can possibly offer something extra. Moreover, a matter of geometry does not always work out that way in practice. Take the present examples. Suppose we do reduce the "OO" layout proportionately, what follows? Our operating well, which is only 24in. wide, becomes a scant 18in. Possibly so slender a space can be used while only one operator is present, but this layout cries out for two if it is to be worked to capacity. Awkward, isn't it?

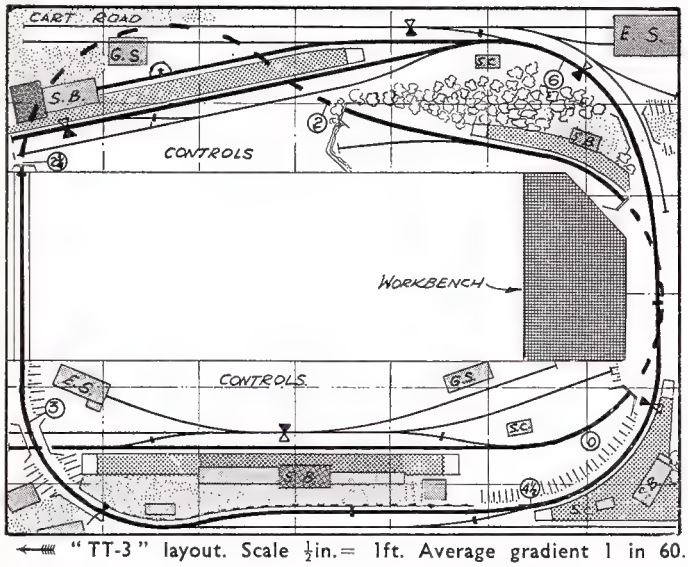
The purpose of the exercise is to show how a simple point-to-point system can be modelled in a garden shed, internal measurements 7ft. x 5ft. 6in. (actually the standard 8ft. x 6ft. shed is slightly larger in most cases; we have a allowed a margin for error). The baseboard framework runs from wall to wall, the easiest possible arrangement, though due to the ever-rising grades a simple solid top will not be quite sufficient, and a basic open top construction should be followed. As construction of this sort of layout appears difficult we should explain that the correct way is to start at the lower station and build up. Once you have the parts before you the method of construction is simple, though reference to page 239 of the RAILWAY MODELLER will help. The door is bridged by a single straight track, which could well be a model viaduct or girder bridge.

Point-to-point operation with provision for passing trains at the long loop is envisaged. As this loop is clear of platforms its use is principally for passing goods trains, and if elaborate signalling were in vogue the tracks would be double signalled. However, unless signalling is an all-absorbing interest it is best to build the line under a light railway order and use very simple arrangements.

While we have shown the plans in "OO" and "TT-3," it should not be forgotten that a compromise is possible in the form of a "OOn3" narrow-gauge system.

"OO" layout. Scale ½in.=1ft. Average gradient 1 in 50. ⟶





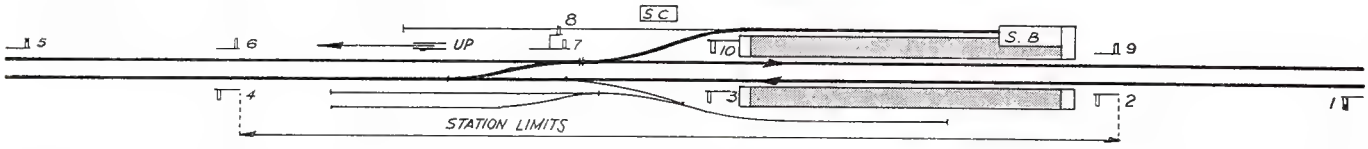
⟵ "TT-3" layout. Scale ½in.= 1ft. Average gradient 1 in 60.

JUNIOR MODELLER

A still from one of the films produced for Tri-ang's television series, now being broadcast every Sunday until December 8 on all I.T.V. networks.

SIGNALLING SIMPLIFIED

A through station with bay



HAVING now considered the principal types of signal, we can now look at a small station incorporating the principal rules in a simple fashion. We have chosen a double track through a station with a bay road and sidings, as shown in the diagram as our first example, for this incorporates the main types of signal in common use.

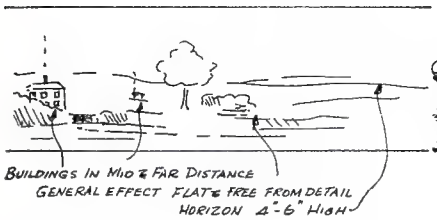
First of all note the location of "station limits." In this case the limits are clearly defined by the outermost stop signals, which for convenience are shown on exactly opposite sides of the main line. This need not necessarily be the case in practice, but in such cases the station limits differ slightly from up to down lines. The station limits denote how far the signalman can permit shunting without first asking permission of the adjacent signalman. On a model electric railway they should denote the breaks limiting the station sections.

It will be seen that the bracket signal 7 and 8 governs entry into the bay or a straight run along the main line. In effect, the bay forms a very short branch line and junction signals are accordingly provided.

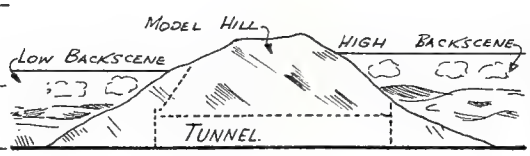
The bay has an even greater effect on the signal plan, for it means that the cross-over is used frequently to bring trains from the bay on to the up line. It is a commonplace that where conflicting movements of this nature occur at least two stop signals protect the junction. The reason for this is that more trains can be worked over the line than would otherwise be the case. We will assume that there is a train ready to depart in the bay when almost immediately the boxes on either side offer an up and down through train. It will take some time for these trains, which probably have not yet arrived at the adjacent stations anyway, to reach our station, in the meantime the bay train with a clear road before it will be well clear of all fouling points—providing nothing goes wrong. But supposing it derails as it is going over the crossover—unlikely perhaps, but signalling rules must cover unlikely cases. If only one signal protects this conflicting move then the driver has only to make a small error of judgment to overrun the inner stop signal and collide with the train, whereas so long as he is brought to a halt by a signal several hundred feet away there is reasonable protection. In the up direction this protection is afforded by the home and starter (3), but in the down line the outer home (6) must be provided if the signalman is to be able to accept trains when the road is set for a train to leave the bay.

The advanced or outer starter (4) is provided principally to permit shunting movements in connection with the goods yard on the up road. Shunting movements would additionally be controlled by ground signals, but only the most pedantic of modellers insist. Certainly the beginner in signalling can safely omit them.

BACKSCENES

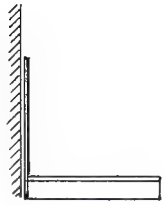


The requirements of an ideal backscene.

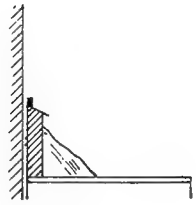


JOINING DIFFERENT MAKES OF BACKSCENE.

Joining dissimilar backscenes with a hill and tunnel. A high factory building forms an alternative arrangement if a hill proves inconvenient.



Hardboard support for backscene where wall cannot be used.



Low-relief models as a substitute for a painted backscene.

THE permanent or semi-permanent layout standing against a wall generally requires a backscene of some sort, the purpose of which is to provide a frame for the model railway. If it is at all obtrusive it can only attract attention from the layout itself and so detail is unwanted, for the backscene is not a complete landscape painting, it is the middle and far distance of a complete picture, the foreground of which is the model railway itself. As a strictly subordinate part of the scene it must essentially be flat and lacking in sharp detail.

In these respects the two finished backscenes currently obtainable, the Bassett-Lowke and Wards are fully acceptable. Moreover as the price per foot of each is approximately the same the modeller can with confidence choose either pattern. The principal difference is that the two are slightly different in height and the Ward scene can only be assembled in the chosen sequence, although this sequence can begin or end with any sheet, whereas the Bassett-Lowke sheets can be placed in any order, and are more amenable to alterations should a large area have to be covered. At first sight it might seem impossible to join the two series on the same layout, but providing a large hill, higher than the skyline on the backscene, is used the difficulty of dissimilar junctions is obviated completely.

Backscenes can be pasted direct on to the wall, using any of the patent cellulose wallpaper pastes available from decorators. However, it is not always convenient to use the wall in this manner, and therefore the arrangement shown in the diagram is commonly employed—a false back cut from hardboard screwed to the baseboard edge.

As an alternative to a printed backscene one can be painted by the modeller. The Skinley scenic sheets are of this nature, comprising dye-line prints which can be coloured to suit individual requirements. Here a strong poster colour is to be preferred, as the more solid colour helps to hide the guide lines. Those with an artistic bent can paint their own background, no great skill being needed as the whole object is to produce a *flat* background, and tricky items such as buildings in the near foreground should be avoided, as these must inevitably produce problems in perspective.

A third possibility uses no backscenes at all! This might seem to rule out a realistic picture, yet one of the most famous scenic layouts in the world, P. D. Hancock's Craig and Mertonford railway, has no background in the accepted sense of the word. The walls are distempered a light cream and the layout is backed by relatively high low-relief modelling. At Craig this takes the form of buildings; elsewhere low cuttings and cliffs plus occasional buildings form the back of the picture. This is undoubtedly the finest way of disguising the far edge of the baseboard, for by using an arrangement of this nature the model is cut off at the skyline of an observer at track level. Although this would not be the actual skyline of the visitor, who normally gets a bird's-eye view of the entire layout, the fact that he sees no more than he would if he were looking at an actual railway creates an illusion of accuracy that is hard to dispel—providing the standard of modelling is good enough to give the illusion in the first place. There is no doubt that a judicious use of low-relief structures at the back of a layout does more to create the all-essential atmosphere of reality we all seek than anything else. Moreover, low-relief modelling is relatively simple, for it involves no more than a third of the work called for by a full solid model. Whether used alone, or in conjunction with a prepared backscene the low relief model is a must for the true scenic line, and not only can kits for such models be obtained, but the popular Bilteezi sheets can be readily adapted, often to produce two low-relief buildings from the one sheet.

HINTS AND TIPS by R. R. Joyce, age 15 years

I am fifteen years of age and have recently sold my proprietary track and changed to Peco universal three-rail, which I have found excellent. It is very realistic and reasonable in price.

The other day, while waiting for some paint to dry on the layout, I started to compile the following notes, which I hope readers will find interesting.

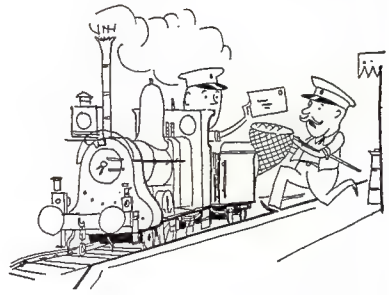
Tarpaulins can be made from old handkerchiefs. They can be dyed and then cut up and fixed to the wagons with black thread or cotton.

The odd corner or space can be filled with such things as heaped diced cork painted black to represent coal. Diced cork can also be heaped and painted to represent stone or granite chips. Another way of filling up the odd nook is with used matchsticks piled to look like a small wood pile, first cutting off the blackened ends.

Loads. (a) Bogie bolster wagons: privet cut to size and trimmed to look like logs, also flat lolly sticks with the rounded ends cut off to represent planks. (b) Tube wagons: drinking straws cut to length and painted black make very good model tubes. (c) Well wagons: pieces of metal tubing about an inch long stood on end make a very interesting load and look like huge cylinders.

Fencing. (a) Brick walls can be constructed by taking a sheet of brick paper and cutting a one-inch strip the whole length of the paper and folding this so that you have a double strip half an inch wide with brick printed on both sides. Next cut a strip of card half an inch wide, cover this with glue both sides and insert between the folded building paper. The result is that you have a good length of scale brick wall. (b) Post and wire type. Take used match-sticks, cut off blackened heads and cut in half. Next drill a small hole where you desire to start length of fence, put a dob of glue on the end of a match and insert in the hole; carry on till the required number of posts are laid. Next wind grey cotton between the posts to represent wire.

READERS' LETTERS



A free-for-all forum of ideas and opinion

G.W. TURNTABLES

Perhaps readers may find the accompanying photograph of interest.

It depicts the hand-operated turntable at Kingswear, South Devon (Western Region). This turntable has steel sides and is of the deck type, having no well, while about halfway along each side is a ladder for access to the cabs of engines being turned.

From the photograph it will be seen that engines up to the size of Castles are

turned, the engine shown being 5008, Raglan Castle, for the Torbay Express.

Readers may also find of interest the fact that Dartmouth station, which is connected to Kingswear terminus by ferry across the river Dart, has the normal station facilities—ticket office, left luggage, waiting room, toilet accommodation—but has no track.

One books one's ticket, walks up or down the floating pontoon, according to the state of the tide, then embarks on the British Railways passenger ferry for Kingswear station, thus making an unusual commencement to a train journey.

R. A. HASKINS.

Dunstable.

SIGNALLING SIMPLIFIED

I feel I must make some comment on your article "Simple Signalling" in the September issue of the RAILWAY MODELLER.

First of all I agree it is only simple information, and perhaps to some modellers it might not be too important, but for the sake of fidelity I make the following comments.

Taking your example of a simple station, the names of the signals are as follows: distant, outer home, inner home, starter and *advance* starter, not outer starter, as this side of a signal-box is always called the advance side.

Then you go on to say that the distant is at *least* 1,000 yards away from the home signal it governs. Here are the correct distances: level, 800 yards; uphill, 600 yards; downhill, 1,000 yards.

Of course, I know that all this is impossible on most small model railways.

B. WEAVER.

Ashford.

Thank you, Mr. Weaver.—ED.

PAINTING BRASS

I notice in your current issue's correspondence column a reference to the difficulty of getting paint to adhere to brass. I think you will find that the problem can be solved as follows.

First, a thorough papering with the grade 07 emery paper, known as "500." This will give a good matt finish without scratches. I do not like detergents for degreasing; some of them appear to have a paraffin base, which might interfere with drying. The best degreaser is an evil-smelling stuff called "trichlorethylene." Any good garage or machine shop, and even some paint stores, should be able to supply this. After degreasing, a coat of cellulose brown primer, which is meant for spraying but can easily be brushed; or if you can persuade the household authorities to put up with the evil smell, black stoving primer is even better, but must be baked afterwards, giving rise to the smell referred to. Next a coat of grey primer surfacer and a thorough rub down with *wet* "500" paper, and the job is ready for the final coat.

All the above-mentioned materials should be readily obtainable at any garage which undertakes small respray jobs.

S. J. BURRIDGE.

Sutton Courtenay.

FALMOUTH EXHIBITION

On holiday at Falmouth, I have had the pleasure of making several visits to the Falmouth Model Railway Club's exhibition, where there was a wonderful collection of Great Western stock.

This included G.F., Prairies and Kings, and Gaiety panniers, all of which ran like silk the whole week through.

I found that all were powered by Tri-ang motors, and some were also fitted with Tri-ang chassis ("mucked about" a bit). The panniers' mechanisms ran sweetly and slowly by the substitution of turntable worms from the same firm.

What an object lesson in reliable results at low costs.

R. MARTIN.

Newcastle-upon-Tyne.

GRASS

I read in readers' letters in the September 1957 issue of the RAILWAY MODELLER about Mr. R. E. Bowen, of Plymouth, trying different kinds of things for making model grass.

I would like to suggest that grass meal from almost any corn merchant is just the thing. It will cost him only a few pence.

E. HULLEY.

BASEBOARD SUPPORTS

An idea that may be of interest to readers is the use of orange boxes for baseboard supports. I have found that they will support a baseboard up to two feet wide, and can be obtained from fruiterers at about 6d. each.

M. L. SMYE.

Ipswich.

IMPROVING K'S WAGON KITS

I have made up a considerable number of K's wagon kits in recent months with excellent results, but found that the first few were a trifle "heavy" in running as well as in mass. Casting round for some means of improving matters, I remembered that the neat cup bearings which made my Peco Wonderful Wagons such free runners were available separately. I have therefore drilled all my bearings out with a No. 39 drill held in a pin chuck and inserted Peco brass bearing cups, which are a nice push fit in these holes. The addition of Peco nylon wheels (spoked for wagons, disc for vans) completed the running gear. The improvement is marked.

A pleasing addition to the latest kits is a floor providing a mounting for the Peco Simplex coupling hook. However, I have found that on certain of the vehicles the mounting is too high, and that it is necessary to bend the hook downwards in order to bring the coupling to the correct height, namely with the striker $\frac{1}{32}$in. above rail level. I must emphasize the importance of this adjustment (which is stressed by the manufacturers), as I have found that, while the coupling is very accommodating in matters of level, true reliability can be attained only if all hooks are correctly aligned, while unless the striker arm is properly mounted it will almost certainly fail to engage the decoupling unit.

F. TIMOTHY.

Putney.

SOME COMMENTS

D. A. Ware's letter in your September issue surely called for some editorial comment. Referring to prototype practice, the Southern Region line from Barnstaple Town to Ilfracombe is double throughout. The North Devon line is indeed single from Coppleston to Umberleigh and again from Barnstaple Junction to Barnstaple Town. Again, Merchant Navy class Pacifics have never worked west of Exeter to my knowledge "Light" Pacifics are, of course, very common on the North Devon area.

Probably a better example of 4-6-2 engines working lightly loaded trains is to be found on the North Cornwall line, Okehampton to Padstow, which is single throughout from Meldon Junction to its terminus.

Exmouth. P. J. PENGELLEY.

BOOK REVIEWS

(*Continued from page 252*)

TRAMS OF BYGONE LONDON (Dryhurst Publications, 2/6).

This booklet is a must for anyone at all interested in trams. It is principally an album of pictures ranging from the earliest horse buses to the few preserved trams remaining after the final holocaust in 1951. The reproduction throughout is excellent and there are many unusual and interesting views of London's great tramway system. Whether obtained with a view to modelling or merely as a souvenir of a past phase of London Transport, this booklet is worth every penny of its very modest price.

TRAINS ANNUAL 1958 (Ian Allan Ltd., 10/6).

We really do not know how it is done, but each issue of this justly popular annual is better than its predecessor. Really there is only one thing that could possibly be criticized—the title, for somehow it conjures up visions of *The Boy's Bumper Book of Trains* and similar "juvenilia," whereas in reality it is a serious annual review containing long articles of lasting interest to the enthusiast.

Among the old reliable names, one newcomer stands forth, Jack Hill, whose glorious colour frontispiece depicting a Gooch eight-footer on the G.W. broad-gauge sets the tone of the book, superb accuracy and finish. Also from his brush are three monochrome "might-have-beens," locomotives which were designed but never built—in full size at least, for outline drawings have been published and with the aid of these excellent reconstructions one could construct a model. We cannot recall having seen previous examples of this artist's work in our particular field, but his mastery is assured. We confidently expect to see more.

Might-have-beens brings us to O. S. Nock's review of modern Swindon practice, where he expands some notes he made in his recent book *Branch Lines* concerning the work done there on front end rearrangements. In it he refers to a Swindon Pacific designed during the war to handle increased loads on poorer coal, but unfortunately abortive.

THIS LIVERY BUSINESS

THE growing tendency towards period modelling has focussed attention on the question of liveries. At first sight this does not seem to offer any great problem, nor does it unless extreme accuracy is demanded, as there are plenty of reference books which give general details. However, when it comes to the finer points data is sadly lacking.

The first problem is the old one of matching a shade from a written description. To take but one case, how does one distinguish in words between the many hues of green that have been used from time to time? Moreover, as observation of present-day vehicles will show, paints do vary in hue due to weathering. This does permit quite a deal of variation on the model without departing from prototype practice, and as carefully matched paints are now available for several pre-group as well as for the four pre-nationalization companies the problem is virtually solved for locomotives providing we do not attempt to follow the more ornate variations in lining—though even in 7mm. scale this calls for more skill in this exacting craft than most people can muster!

The real trouble comes when one wishes to get the precise lining and lettering details of a particular vehicle at a particular time. Unlike locomotives, which are recorded in the prototype press, carriages get little or no mention—the *Railway Observer* excepted, and that only recently—while the humble goods wagon is virtually ignored and is only recorded, accidentally, in the background of a photograph. One can only speak in general terms on these points.

There is another great difficulty: the matter of livery changes. From time to time alterations are made, but it is no good relying on official dates, for these usually refer to the decision of the board or executive and therefore if one reads that the Great North South Railway decided to change its loco livery from red to green on January 1, 19—— one mustn't picture the entire staff waiting, paint pot in hand, brushes ready, for the bells to ring the old year out! What it means is that after that date any locomotive emerging from the paint shop will almost certainly be in the new colours, providing there aren't too big stocks of the old colour in hand. As a result locomotives which don't come in for a general overhaul and repaint for some time will remain in the old colours, and as the average time between painting, except for principal expresses is five years, if the liveries are changed again within that period (as happened to G.W. coach colours in 1908 and 1913) three distinct systems of painting can be seen. This can lead to amusing results; we have seen L.M.S. suburban coaches where the doors, due to repairs, have had three separate styles of class numbers!

Wagons, which are painted in many outlying shops, are odder still. In 1938 a L.N.W.R. flat wagon turned up, looking remarkably fresh, perhaps the most astounding survival of all. About this time there was a general lettering rearrangement. The old large letters went out, but for all that plenty of wagons with the old style lettering passed into B.R. ownership ten years later! Indeed the war and post-war period is so confused that it is virtually impossible to be dogmatic about liveries between 1941 and 1951. Anything could—and did—happen.

The recent B.R. livery alterations have unsettled things again, and each region seems to have been granted a limited degree of autonomy in these matters, particularly as to locomotives to be painted in passenger green. The W.R. seems to be leading in this respect, as might be expected. The S.R. have placed crests on the "Royal Wessex" set, despite the fact that loco-hauled coaches do not have them. A pity that, for they look fine. But when it comes to goods stock the variations are considerable.

When B.R. was formed it was decided that non-fitted wooden stock would be unpainted, with the result that vehicles in all stages of weathering exist, but in the last year an increasing number of wagons have been given an overall coat of light blue-grey, with a black patch for tare load and wagon number. This patch seems to vary considerably and we have seen everything from a quick slap with a four-inch brush of the affected area to a neat blocking in of the bottom two planks as far as the diagonal strapping, so it appears that the individual shops have considerable license. It also appears that only steel-framed wagons are being painted, wooden wagons, and probably all vehicles near the end of their life, are merely kept in running order pending replacement. Fitted stock remains brown, as previously.

In short, livery details cannot easily be settled (other than by clear dated photographs), but while this does make it difficult to be sure your painting is absolutely right, it makes it equally hard to prove that you're wrong!

TWO MORE EXHIBITIONS

ROTHERHAM

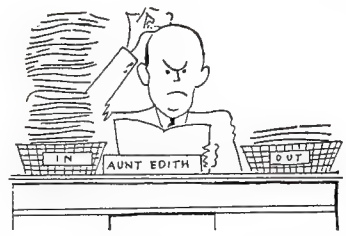
An exhibition of railway, aircraft, engineering and marine models organized by the Rotherham Model Makers will be held in the Temperance Hall, Wellgate, Rotherham, on November 7 and 8 from 4 p.m. to 9 p.m. and on November 9 from 10 a.m. to 9 p.m.

SWINDON

The Swindon Model Railway Club will be holding its fourth annual exhibition of members' work at the Regal Ballroom, London Road, Swindon (opposite the main tunnel entrance to the locomotive works), from November 11 to 16, 1957. As in previous years, a large number of working model layouts and static exhibits will be on view. The exhibition will be open from 6.30 to 10 p.m. on Monday to Friday inclusive, and from 10 a.m. to 10 p.m. on Saturday. Prices of admission are adults 9d., children 6d. Further details obtainable on application to the hon. exhibition manager, Mr. R. J. Dan, 7 Oxford Street, Swindon, Wilts.

ADVICE BUREAU

Queries should be addressed to the Peco Technical Advice Bureau, Pecoway, Station Road, Seaton, and should be accompanied by a s.a.e. and coupon on page xiv. We regret that we cannot prepare special designs for individual readers.



What is the minimum radius a 4-6-0 will negotiate in "OO" with flanges on all driving wheels?

B.J.K., London.

There are two possible answers, as long as a piece of string or it all depends on the loco. The radius a model locomotive will negotiate depends on three interconnected factors, the length of the rigid wheelbase, the amount of sideplay on the rigid axles and the degree of swing of the flexible portions—we have known locos to refuse a sharp curve because of a close coupling between tender and loco and nothing else.

We can only quote figures for standard unmodified production models, for any alteration to the wheels can upset the relationship between vehicle and track. Moreover, there is no possibility of giving even an estimate for a given wheel formula, for much depends on the prototype. Taking 4-6-0s as an example, there is considerable variation between the ex-G.E.R. 1500 class 4-6-0s with their short wheelbase and inside cylinders and the G.W. "King" with its very long wheelbase and cylinders immediately opposite the trailing wheel of the bogie. In connection with this we would point out that even the largest 2-8-0 is an easier proposition than the King when it comes to taking sharp curves. We would, however, suggest that as a general rule an accurate scale model of almost every British locomotive can be built to take 24in. radius curves with little or no difficulty whatsoever.

I would like to adopt "EM" gauge, but have been told that large-radius curves are necessary. Is this true?

E.M.F., Birmingham.

No. We know of at least one example of an outside cylinder 2-8-0 loco which will run happily in either direction around a curve of 3ft. radius.

I have constructed a "TT-3" layout and now wish to connect the points to the lever frame by mechanical means. What is the best way of doing so?

J.G.F., New Washington.

Undoubtedly the simplest method of coupling points and lever frames mechanically is the tube and wire system. In this a thin piano wire is passed through a fine bore copper tube which is then curved to suit the run between lever and tiebar, the ends of the wire being bent at right angles and inserted into the holes in the lever and tierod.

The tubing can be run along the top of the baseboard, care being taken to insulate where it passes under the tracks. Alternatively it can be used beneath the framework by employing rocker arms. For relatively short runs up to eight or ten feet from the lever frame this system is ideal, but where the points are some considerable distance away or are mounted on a lifting section electric point motors are to be preferred.

Can I operate Tri-ang "TT" stock off a Hornby-Dublo controller and transformer?

D.P., London.

With the exception of the old pattern Trix and all Marklin equipment 12-volt D.C. supply is now standardized for model railway purposes, and therefore control equipment from one make can be used with stock of another type. The gauge and current pick-up arrangements have no bearing whatsoever on the matter.

What is the maximum gradient permissible for a "TT-3" layout?

J.B., Epping.

It is impossible to answer this question in general terms, for much depends on the layout and the type of trains to be operated thereon. We would not advise anything exceeding 1 in 30 as a minimum, with a preference for 1 in 50 or more where possible. All we can say is that the "TT-3" locomotives so far produced can negotiate reasonably stiff gradients without trouble.

Following your recommendations I am using softboard baseboards, but find difficulty in anchoring Mercontrol tubing for point control. Can you advise me?

N.E.A., Herne Bay.

We ourselves have used considerable amounts of Mercontrol on softboard bases and found no difficulty whatever. The lever frames should be mounted on wood inserts or overlays for added strength and the ends of the tubing soldered to pins driven into the wood. The main runs of the tube are then simply spiked down with standard Peco track spikes in pairs at approximately 3in. intervals. Should the tube exhibit any tendency to move under load, additional spikes are inserted at the effected portions to prevent this.

I have an area 14ft. x 11ft. for my layout. Would you advise "OO" or "TT-3"?

D.H.C., Liverpool.

Although the choice of scale and gauge is essentially a personal matter, the area involved has some bearing on the question. In the present case there is just room for an "O" gauge layout, so personal inclination is really the only criterion. We would, however, point out that as at present the supply of equipment for "TT-3" is limited in relation to that for "OO," the larger scale would be our personal choice in so ample an area. However, there is no doubt that if it were desired to lay down true-to-type trackwork or there was a desire to model large structures, "TT-3" would be an excellent choice.

I am a novice, but have been thinking of a combined "OO" and narrow gauge system, but with the advent of "TT-3," a great space saver, have been wondering whether to use "TT-3" or "OOO."

W.F.C., Newark.

We cannot honestly recommend a novice to adopt the combination of "TT-3" and "OOO," for very little equipment is available for the smallest scale and difficulties abound. On the other hand, a "OO" system with a 3ft. feeder laid on "TT-3" track using "TT-3" chassis as the basis is wholly practical, and any resolute beginner can confidently plan on these lines.

Would you let me know what colour red the old S.R. birdcage coaches were painted and if the class numbers were on the outside of the doors and whether they were white or gold?

J.W.L., Hastings.

We presume from your reference to "red" that you are interested in the S.E.C.R. colours, which were officially bright lake. The class numbers were on the outside of the doors in gold. Under the Southern the coaches were painted green with yellow lettering.

THE DECEMBER "RAILWAY MODELLER" WILL BE PUBLISHED ON

NOVEMBER 25

Late copy for this issue by return, please.

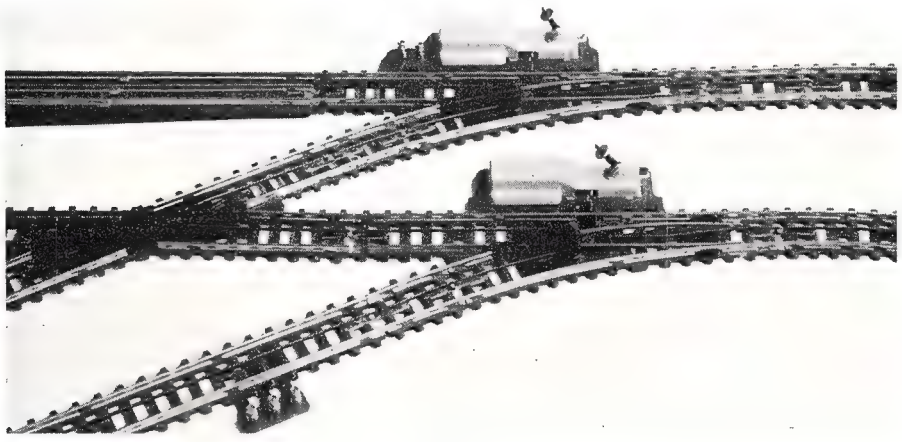
COPY DATE FOR JANUARY ISSUE, NOVEMBER 25.

NEWS SPECIAL

THE STOP PRESS OF THE MODEL RAILWAY WORLD

From our Staff Reporters and Special Correspondents

TRIX TRACK TRANSFORMATION



WE illustrate a section of a layout laid with the new Trix sectional track—easily the biggest development that the British Trix system has seen since the war, though readers with access to continental supplies will recognize it as being identical with the track that the Trix Express German sets have been using for some time past.

The revolutionary change lies in the adoption of a pressed fibre base and a thin black oxidized centre third rail. This, in conjunction with running rails of the old pattern inverted U section pressed tinplate, produces a three-rail track that looks almost as if it is only two-rail. Moreover, the points are now arranged so that a much closer six-foot way can be modelled, and this, in conjunction with the new large-radius curves, enables the Trix enthusiast to lay a highly realistic double-track main line.

The electrical connections to the rails and to electrically operated points are made by an ingenious terminal, which consists of a spring-loaded plunger with a groove under which the wire is slipped—there are no plugs required and no nuts to lose, a boon for the younger enthusiast who is relaying his rack at frequent intervals.

The points are fitted with fixed-pattern frogs and will only take Trix rolling stock satisfactorily.

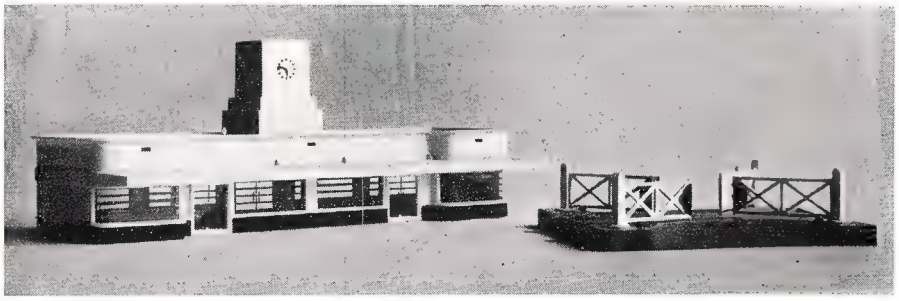
While this track supplants the old pattern plastic-based Trix rails it does not render them obsolete, for a special adaptor rail is provided to enable the two sections to be readily joined together. The geometry of the new tracks is identical, except that the new larger curve extends the range still further. Moreover, in these days of ever-rising prices it is pleasing to record that the new track is considerably cheaper than its predecessor, and will undoubtedly do much to popularize the Trix system.

TRI-ANG DOES IT AGAIN

More new items for "TT-3" modellers

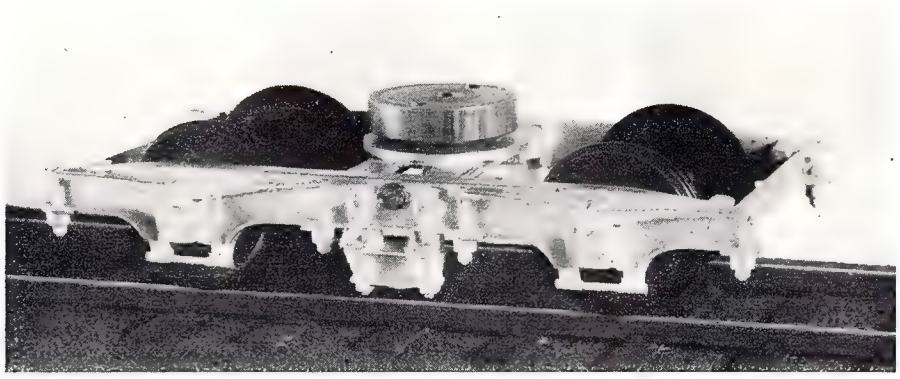
WE illustrate below two further additions to the Tri-ang "TT" range of accessories, attractive in themselves but even more attractive when used in conjunction with other scales—for both are adaptable to further use.

The station building is a truly delightful model, rather reminiscent of late Southern practice but none the worse for that. For ourselves we prefer models to have character and provenance, and this undoubtedly has both in full measure. Looked at solely as a station building it is excellent, but its value does not stop there, for in "OO" as well as "TT" it could be used for either a factory office block or a large roadhouse. In the former case a few "TT" loco sheds, reviewed last month, will complete the picture, in the latter we would suggest that the platform awning overlooks a swimming pool. In common with all Tri-ang models the building is moulded in plastic and is self-coloured, but it can be repainted, if desired, with any good flat oil-based paint. Provision is made for adding internal lighting without difficulty if so desired.



The level crossing gates, which are made for double track, are hand operated. We look forward to the logical follow-up, the electrically operated pattern as in the "OO" range, for these gates are just right for single track "OO" lines as well; there is some variation in crossing gate height and one could overlook a little variation here, for they are truly pleasing models.

We have just inspected samples of the latest Tri-ang "TT" points, which are available in hand or electrically operated versions, with provision for adding solenoids to the hand points at a later date. The points are commendably compact, a crossover giving 1¾in. track centres, while the operating mechanism is so arranged that it does not foul adjacent tracks however the points are arranged. Universal pattern moving blades and automatic isolation are incorporated.



BOGIES GALORE FOR "O" GAUGE

"O" GAUGERS will, we feel sure, be delighted with the new CCW Productions bogie kits, a built-up example of which appears in our illustration above. They are suitable for either fine or standard wheels and the prices per pair, less wheels are 15/- for L.M.S. 9ft., G.W. 9ft. (illustrated), L.N.E.R. 8ft. 6in., B.R. 8ft. 6in. and S.R. (steam) 8ft.; 18/- for Pullman; and 21/- for L.M.S. 12ft. 6in. six-wheel.

A detailed instruction sheet is available, but we feel that the average "O" gauge worker, who is normally well versed in model railway technicalities, would have no difficulty in assembling the kit without any details at all. Only a drill brace, drills and screwdriver are needed, the locations of the drill holes being dimpled for ease. The completed bogie is equalized (the six-wheel version excepted) and a sprung centre bolster plate of brass improves the riding still further.

Wheels for fine or standard "O" gauge are available, price 1/6 for two wheels on one axle. These are not supplied with the kit to enable the purchaser to make his own choice.

Further new items for the "O" gauge modeller from this progressive firm are the new pattern plastic centred driving wheels for two-rail operation, available for both fine (29mm. back-to-back) or coarse (27.5mm. back-to-back) standards. Screwed axles and machined coupling and connecting rod pins are supplied, at extremely modest prices. Wheels are a most important part of any locomotive, as they must not only function correctly but in addition enhance the appearance of the model. The new CCW wheels get full marks on both points. Other lines for 7mm. modellers include a kit providing the V and K crossing parts for a diamond and a range of buffing and drawgear kits.

TRI-ANG ON TV

A series of television spots giving complete coverage on the present commercial network has been booked by the Lines Bros. Group of Companies for each Sunday between 6 p.m. and 8 p.m. until December 8.

The series comprises six thirty-second shots, three forty-five-second shots and one complete fifteen-minute programme, to make the biggest pre-Christmas advertising campaign ever undertaken by a British model railway manufacturer.

It is estimated that the programmes will reach an audience of 14½ million.

The thirty-second and forty-five-second spots will be devoted to the company's "OO" gauge model electric railway and are being produced to appeal both to the established model railway devotee and to parents who are still wondering what type of toys to buy for Christmas.

They will emphasize the inexpensive and comprehensive nature of the "OO" gauge sets, the ease of assembly, the simplified electrical system, and the fact that the average boy can constantly add to an original layout with a half-crown from his own pocket.

HAND-BUILT LOCOMOTIVES

WE illustrate below two examples of the work of Mr. Gee, of "Glen Alric," Oakcroft Road, West Byfleet, Surrey, comprising a G.W. "Bulldog" and an American Mikado fitted with Baker valve gear. Mr. Gee undertakes loco construction to special order only at moderate prices, and will be happy to quote for any special model on request. Locomotives can be built for two- or three-rail operation and fitted with any standard motor that can be accommodated in the model, and any degree of detail or painting can be specified, the cost varying according to the complexity, size and finish of the job.

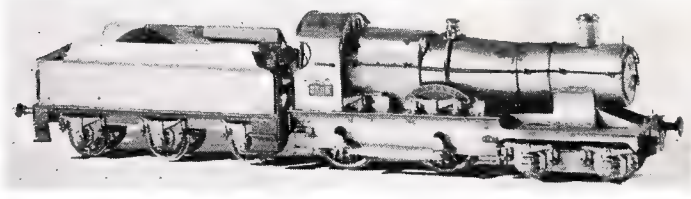
3rd MODE
HOBBY SHOV

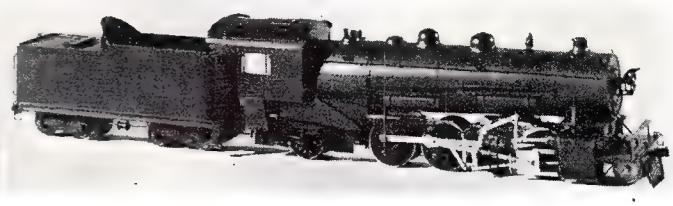
THE third Model Railway Hobby Show was easily the best balanced yet—a pleasing and enjoyable blend of trade stands, working layouts and static models. To mention every item seen would involve a complete catalogue of model railway equipment available in Britain and, desirable though such a production may be, we have not the space available and must therefore highlight new products not hitherto reviewed in these columns.

At first sight "TT-3" seemed to be the theme of the show, for most working layouts were in this size, but the three main gauges were well represented. Nevertheless, the show clearly demonstrated how far "TT-3" has progressed, for in six months more has become available for 3mm. scale than was produced for 4mm. scale in the first six years. This was exemplified by the HUB "TT-3" layout, a large, elaborate system that we shall be featuring in January, which showed just what could be done with the equipment now on sale. Taylor and McKenna, in addition to standard commercial lines, were offering a special range of hand-made and repainted "TT-3" wagons, just the thing to add variety to the goods yard. GEM had a very neat range of signals on display, plus their extended range of "TT-3" universal track, now including large radius points and buffer stops, while Walker and Holtzapffel's range of castings now includes axleguards, essential items now that Peco spoked nylon wheels are available in "TT-3." Slaters hope to add 3mm. scale figures to the Huminiture range by the end of the year. Wrenn and Welkut featured their new 12mm. gauge flexible tracks.

There was plenty to interest the "OO" fan. Walker and Holtzapffel's stand featured a display of K's kits, including the new "Terrier" ex-L.B.S.C. 0-6-0 tank—ideal for Southern or light railway fans. Other new "OO" items were in the scenic field. The "F" series of Bilteezi sheets is now complete, and generally agreed to set a new high standard for this popular range; CCW have introduced a useful casting which provides the framework of a platform awning; Hamblings displayed a new range of road vehicles from Brittains; while Taylor and McKenna had several of the new Airfix plastic building kits made up.

Usually 7mm. scale is the odd man out, but this year the CCW stand was of





RAILWAY REPORT

especial interest, for they have now produced a range of plastic-centred driving wheels for "O" and "OF," not to mention a number of smaller fittings and sub-assembly kits.

This year's Hobby Show has clearly shown that interest in railway modelling is growing faster than ever.

ADDITIONAL FACILITIES AT B.T.C. ARCHIVES

AS an additional facility for transport students and research workers, the Historical Records Collection of the British Transport Commission at 66 Porchester Terrace, London, W.2, is to remain open for research purposes until 8.30 p.m. every Thursday on and from October 17, 1957. This extension arises from the increased use which is being made of the present late opening until 8.30 p.m. on Tuesdays, and its continuance depends upon the response obtained.

The hours of opening of the archives repository will thus be: 9.30 a.m.—4.30 p.m. (8.30 p.m., Tuesday and Thursday); Saturday, 9.30 a.m.—11.30 a.m. Further information may be obtained from the Commission's archivist, Mr. L. C. Johnson, 66 Porchester Terrace, London, W.2.

More than 5,000 inquiries have been made at the repository since the Commission's unique collection of transport records was made accessible to the public in 1951.

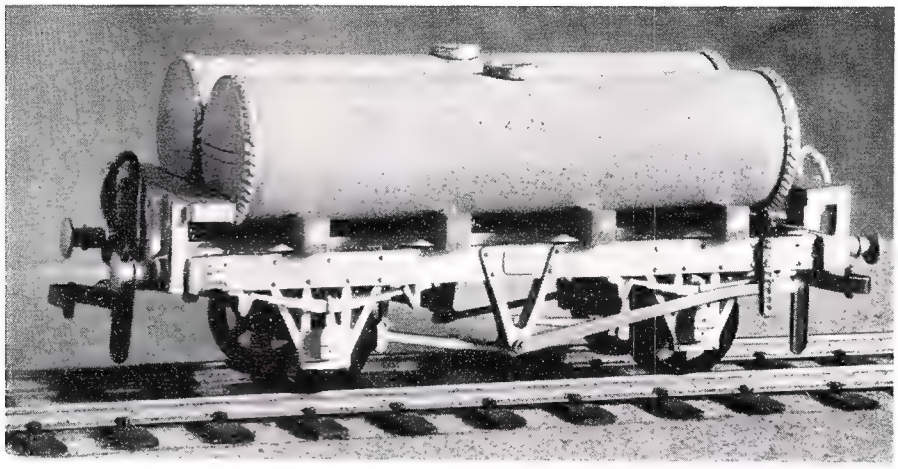
NEWS BRIEFS

As we closed for press, samples of the latest Rivarossi coaches arrived from Bradshaws—as always an excellent production. Full details and photographs next month.

We understand that the first supplies of the new Hornby-Dublo Castle, previewed last month, will be available almost immediately.

Now that the postal charges have been increased the postage on such items as catalogues has been virtually doubled, and we would remind readers to ensure that they enclose the additional money when writing to advertisers.

NEW GAS WAGON KIT



Unusual prototype for new Wills kit

THIS excellent kit makes with very little effort a delightful model of a Midland and Great Northern vehicle. Many modellers whose layouts are set anywhere but in East Anglia may hesitate before purchasing one, but there is nothing less standard than a gas tank wagon—even standardized Swindon did not seem to have one set pattern—so this model could be used with very little licence lettered for any company except the L.T.S.R., which never used gas at all! As such wagons are now increasingly rare on the prototype we should explain that any branch terminus regularly served by gas-lighted coaches was certain to have at least one of these parked somewhere in the yard to replenish the coaches' cylinders. In short, this kit is a must for branch-line modellers.

The actual kit is made from alloy castings, with the exception of the cylinders, which are wood dowels. Assembly is quite simple; indeed the majority of the parts fit together as supplied and very little hand work is needed to assemble the model. Wheels and couplings to the modeller's taste should be added, for these are not included in the kit, though provision is made for fixing Peco Simplex coupling hooks. The model is sold unpainted, thus the builder can finish it in his own particular livery. We would, however, point out that while the kit is perfectly easy to assemble for 16.5mm. gauge, "EM" workers will have to modify slightly to provide clearance for standard "EM" wagon wheels.

NORTH MIDDLESEX MODEL RAILWAY CLUB

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A SERIES OF LECTURES

for the beginner and the average modeller

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all commencing at 8 p.m. on the following Wednesdays:

Oct. 30—Power units and controllers, wiring, elementary principles of electricity, suppressing television interference.

Nov. 13—Commercial loco mechanisms, servicing and "tuning" to perfection, conversion from one wheel standard to another.

Nov. 27—Building your first home-made loco and rolling stock.

Dec. 11—The complete picture—scenery, lineside accessories and signalling.

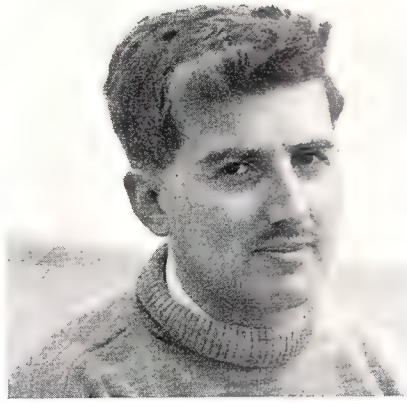
In each case the "whys and wherefores" will be explained in simple terms, with hints and tips on easiest methods of construction and tools required. Ample time will be reserved for questions and discussion of visitors' own particular problems.

Admission 1/- (to cover expenses).

Trolleybuses 629 and 641 pass the end of Hazelwood Lane (ask for the Fox).

Our illustration on the left depicts the adaptability of Slater's "Huminitures." These figures have been modified from standard models by the manufacturer for a special order.

Personality Parade No. 71



R. M. Palk

AS R. M. Palk was born at Barry Port, Carmarthenshire, which is the terminus of the old B.P.& G.V.R., his early interest in railways can be attributed to this line. He started railway modelling on his second birthday, when he was presented with an "O" gauge Hornby tinplate set. This was gradually added to until the start of World War II. After the war a start was made on "OO" gauge with a small oval of three-rail track wired for two- or three-rail operation. From this early attempt in the "OO" field have grown the present "OO" layouts operated jointly by himself and his younger brother. The larger of these is a 12ft. x 4ft. portable layout which incorporates three continuous tracks on two levels and a turntable yard to accommodate fifteen locomotives, which is at present being wired for overhead operation and has been used for several exhibitions in Swindon. The other layout is on the end-to-end plan, and incorporates a recently completed "OOn3" tramway. In addition to "OO" gauge, he takes an interest in "TT" gauge, both as 3mm. scale and as "OOn3," as he finds this gauge very adaptable for small displays. His interest in "O" gauge is mainly confined to the building of rolling stock, owing to the space problem.

He has been secretary of the Swindon Society of Model and Experimental Engineers for the past two years and has taken part in most of its displays and exhibitions. He has been invited to stage a model railway display for the Cheltenham Model Engineers' Exhibition at Cheltenham next year.

In addition to model railways, he is interested in live steam model locos, model power boats, traction engines and model engineering photography.

He is a member of the local camera club and the National Traction Engine Club.

Like the majority of railway modellers he does not help to run the real railways for a living, but is an assistant quantity surveyor with the Swindon Corporation.

CLUB NOTICE BOARD

Portsmouth Club proposed

A group of model railway enthusiasts in the Portsmouth area will be extremely pleased to meet other railway modellers in the vicinity with a view to forming a club. Those interested should contact John R. Strong, 21 London Avenue, North End, Portsmouth, Hants.

Bargain Night at the M.R.C.

All the meetings of the club this month are at the clubroom, Hammersmith, and if members and visitors intend going to the rummage sale on November 21 they are advised to "come early." Past experience has shown that this fixture is one of the most crowded of the year and intending sellers are reminded that all items for sale should be handed in as soon after 6.30 p.m. as possible, together with a list in duplicate giving full particulars of the lots. "OO" gauge people offering made-up track or rolling stock should be careful to state whether it is 16.5mm. or 18mm. gauge. Only members of the Model Railway Club may bid for lots.

Memories of the past summer may now be somewhat faded, but the club's outdoor exponents report a pretty good season and very few weekends marred by really bad weather. More and more members are becoming outdoor men, and now is the time for those contemplating a similar move to do some armchair planning. In addition, experienced members will be glad to give advice on what to do or what to avoid when branching out into the garden.

Inquiries to the hon. secretary: Mr. D. A. Boreham, 10b Ealing Road, Northolt, Middlesex.

West Wickham advance

With the dark nights on hand the winter programme is now in full swing. Talks, film shows and discussions are held twice a month on Monday evenings, while the remaining Mondays are track nights. Track and construction nights are also held on Fridays. Members are working on scenery for the "OO" track and it is hoped to see green fields and a town or two very soon.

Visitors and prospective members are very welcome at any meeting on Monday and Friday evenings at the clubroom, which is situated at the Hard Courts Club, top of The Grove, West Wickham, Kent. Meetings commence at about 8 p.m. Alternatively, full details may be had from the hon. secretary, Mr. J. D. Willis, 9 Greenways, Beckenham, Kent.

Furness lecture for Historicals

On November 18, Mr. R. D. Pochin will give a talk to the Historical Model Railway Society entitled "The Furness Railway—protoype and model."

The talk will commence at 7 p.m. at the headquarters of the Stephenson Locomotive Society, 32 Russell Road, London, W.14.

Fylde find new H.Q.

The Fylde has now secured the tenancy of a room in Poulton-le-Fylde. A lot of hard work has gone into making the new headquarters comfortable, but now, after three months, tracklaying is going ahead for 16.5mm. and 18mm. as well as a separate 16.5mm. overhead pick-up track.

Track nights are held every Tuesday.

The address of the new headquarters is 12a Tithebarn Street, Poulton-le-Fylde. The hon. secretary is Mr. Norman Dale, 113 Inver Road, Bispham, Blackpool.

South Shields planning exhibition

The South Shields Miniature Railway Society exists to further "OO" gauge enthusiasts and has been formed for two years. Its layout is now nearing completion after many trials and tribulations.

The society hopes to hold its first exhibition later this year in conjunction with the local model aero club.

Further details of membership, track nights, etc., are obtainable from Mr. J. R. G. Middleton, 21 Thornton Avenue, South Shields, Co. Durham.

Layout construction at Alfreton

The Alfreton Miniature Railway Club has just commenced constructing a portable layout in "OO" gauge. The layout has to be portable because the club has access to a room only once a month. Meetings are monthly at the Arts Centre, Alfreton, and will be held this year on November 6, December 4, etc. Any one who is interested can obtain full particulars from the hon. secretary, Mr. J. R. Botham, Lonsdale, Pennine Avenue, Riddings, Derby.

CLUB CALENDAR

November Meetings

Bolton Model Railway Circle

6—At 43 New Brook Road, Over Hutton, near Bolton.

Edinburgh and Lothians

19—Hints and tips for efficient running. K. Northwood and D. Craighead.

Fylde Model Railway Society

12—"Modelling in 'OOO' gauge." R. Vickers.

Hoddesdon and District Model Railway Society

6—Running night.

13—"Trackwork and its foundation." D. Bath.

20—Layout construction.

27—"Live steam." C. Pawsey and Alex Steele.

Merseyside Model Railway Society

19—"Midland Railway." George Dow (Grenville Cafe).

29—Marshalling competition (10 Chester Street).

Model Railway Club

7—Track night, pre-group (Hammersmith).

21—Rummage sale (Hammersmith).

28—Track night—gauge "1" (Hammersmith).

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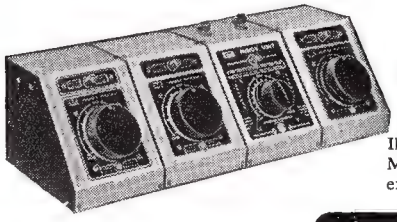

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	Fitted with lever.	Without lever.
UNIVERSAL TURNOUTS:		
15in. radius, L.H. or R.H.	16/6	12/6
24in. radius, L.H. or R.H.	17/–	13/–
Curved turnouts: 24in. outer and 12in. inner radius, L.H. or R.H.	16/6	12/6
Uncoupler rails for Tri-ang "TT"	2/–	
Buffer stops (rail built)	2/6	
Fishplates, three dozen	2/5	
Track spikes, per packet	7½d.	
S. & B. point levers. Positive action	2/5	

Send 1/6 for our "OO" and "TT" catalogue No. M117 or S.A.E. for "TT" track leaflet.

Increased production and lower raw material costs make this reduction possible. Your dealer has stocks at the new price. VISIT HIM TODAY.

For "T.T." gauge we recommend the purchase of track in 18in. lengths if an excessive amount of rail cutting is to be avoided. Track in yard lengths will be introduced shortly for those preferring this size.

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Trade Sales

SECONDHAND Hornby Dublo and Tri-ang "OO" in excellent condition at moderate prices. Apply for price list, 4d. post free from Attenborough Model Railway, 82 Arkwright Street, Nottingham.

"OOO" is here. Diesel 1/9, large tank loco 2/3, coaches 2/-, postage extra. Fleischmann and Tri-ang railways. Peco stockists. St. Jude Co. Ltd., 318 St. Ann's Well Road, Nottingham.

FLOCK PAPER for scenic grass, 660 sq. in. 3/-. Green flock 6/6 per bag (approximately 1lb.). All post paid. Fibre Products (Bradford) Ltd., Bingley, Yorks.

EXCHANGE your "OO" "TT" Hornby, Tri-ang for Flexi-Track, Wrenn, Gem, Peco or Welkut. We also buy or part exchange locos and rolling stock for Jamieson, Peco, Exley or K's loco, coach or wagon kits. S.a.e. lists. The Model Shop, 9 Pinner Road, Harrow.

"DEXION" slotted angle for baseboard structures can be obtained from us. Write for prices and sizes to Jack's Tool Store, Farmeloan Road, Rutherglen, Lanarkshire.

BLACKPOOL'S model railway shop is "Marcraft," 99 Marton Drive (13 bus passes). Stocks include Peco, Rivarossi, etc. Fylde agents for Welkut flexible track. Callers and inquiries welcomed.

SCENIC MODELLING, by P. D. Hancock, 1/9. The secrets of the art by an expert. Peco Technical Advice Bureau, Pecoway, Station Road, Seaton, Devon.

"RAILWAY MODELLER" back numbers: 9d. each plus postage, November, December 1951; January, April-July 1952; March, July 1953; May, August-November 1954; May-November 1955; February-December 1956; 2/- each, February-September 1957. Peco Technical Advice Bureau, Pecoway, Station Road, Seaton, Devon.

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For Sale

LARGE 4mm. three-rail layout; 28 locos, Met. sets, coaches, wagons, spares, track, buildings, etc.; s.a.e. 60 Eric Road, Chadwell Heath.

Private Sales

GAUGE 1 Marklin clockwork locos, B-L tinplate coaches, Lowko track. S.a.e. for list. Brierley, 87 Trowbridge Road, Bradford-on-Avon, Wilts.

TRI-ANG 2-6-2, 4-6-2, 0-6-0 locomotives, four coaches, five goods wagons. £5/10/-. Lewis, 46 Cringle Road, Manchester 19.

SECONDHAND "OO" GAUGE railways—100 locomotives stocked. Dublo Atholl 55/-, 0-6-2T from 36/-, transformers 17/6, controllers 17/6, battery controllers 22/6, suburban coaches, D14 8/-, D13, D11 7/3, L.N.E.R. teak 6/-, open low, high wagons 3/6, coal 3/9, 4/-, all vans, cattle, etc., 3/9, bogie bricks 6/-, bolster 6/3, weltrol 6/6, circle track 12/6, points 7/-, 9/3, power 17/-, diamonds 6/6, isolating rails 1/6, uncoupling 3/9, Tri-ang transformers 32/6, control unit 12/6, battery boxes 3/-, circle track 12/-, Black Princess 4-6-2 36/6, R54 Pacific 45/-, R56 4-6-4T 42/-, goods, coal wagons, vans 3/-, drop-doors, sides, 3/6, tanks 3/9, L.M.S. coaches 4/9, R21, 22 coaches 5/9, Trix 0-4-0 tanks 35/-, tender type 39/6, controllers 15/-. See September issue for other items. Also Scale, Wrenn, Rivarossi, Gem, Farish, Romford, Exley, Peco, Meccano, Black & Decker and Wolf power tools, etc., ALL secondhand. Buying, selling, exchanging. Lists. Inquiries s.a.e. please. Postage free over 25/-. Robert Denny, 64 William Street, Long Eaton, Nottingham (tel. 3219).

TRIX TWIN rails, 34's straight, 29 curved, 16 quarter, 1 remote, 1 hand uncoupler, 1 terminal, 1 magnetic, 1 diamond crossing, 2 pairs of remote points, 1 hand point. Cost £22 for £8. The Farm, 10 Princes Way, Wimbledon, S.W.19.

TRIX railway set. Good condition, including two locos, rolling stock (including dump wagon), electric signal, 24 assorted rails, two controllers. Value £22. Sell at £15 or nearest offer. Box No. 57/14.

CONTROLLER/TRANSFORMER for sale H/D A3 as new, £3/10/- o.n.o. J. H. Roberts, The Rectory, Kettering, Northants.

TRIX TWIN railway. Cost £55. Excellent condition. Includes operating mineral set, electric points, signals. Price £30. Holden, 7 Cedar Avenue, Upminster, Essex.

SALE, Dublo equipment. All parts in stock. Good working order. Approximately half price, all items. S.a.e. for list. Wright, Corner Farm, Frittenden, Kent.

PILOT lamps for panel mounting, take six-volt screw bulbs, 1/- each, 12 for 10/-. R. Mottershead, 45 Buncer Lane, Blackburn.

FOR SALE. Trix 4-4-0 locomotive, three coaches, various trucks, 50ft. flexible track, five turnouts, controller, transformer. All in good condition and working order. £10. Lawrence, Eastington, Northleach, Cheltenham.

"OO" two-rail N/S unfinished layout, 10ft. square, 18in. wide baseboards. List value £50. Any reasonable offer whole or part. All letters answered. Elliott, 14 Ewden Road, Wombwell, Yorks.

SALE, Dublo double-output transformer. Controllers. Extra switch fitted, fast-slow working. Box No. 57/16.

DUBLO 4-6-2 set £7/7/-, 0-6-2T goods set £6/5/-, both with control gear. Separate accessories available. Reidpath 0-6-0T two-rail £3/5/-. S.a.e. details. 19 Jelf Road, S.W.2.

LARGE amount Hornby Dublo equipment. Two locos, controllers, transformers, etc. Good condition. Sell separate or £29 lot. S.a.e. list to Baker, "Edgemoor," Horrabridge, Yelverton, Devon.

TRIX railway, value £65. Excellent condition. Price £25 complete, or as two separate sets. S.a.e. for list. Box No. 57/17.

HORNBY DUBLO trains, accessories, for sale. S.a.e. 117 Church Street, Milthorpe, Westmorland.

FOR SALE, gauge "O" Exley locomotives, 12-volt D.C., centre or outside 3rd. Collectors, fine scale, sprung wheels, fully detailed. Both overhauled and repainted 1957, Southern Railway colours. L.B. & S.C. 4-6-4 tank and Lord Nelson. S.a.e. details. Below.

FOR SALE, gauge "O" Exley coaches, discontinued lines, oddments. Hornby items, etc. S.a.e. list. Below.

FOR SALE, Gauge "OO" Exley coaches, fittings and oddments. S.a.e. list. The Ridge, Baslow, Derbyshire.

Items Wanted

BEGINNER WANTS buildings for 6 x 4 "OO" railway, including stations, etc. Must be reasonable. R. Pickering, 22 Higher Audley Street, Blackburn, Lancs.

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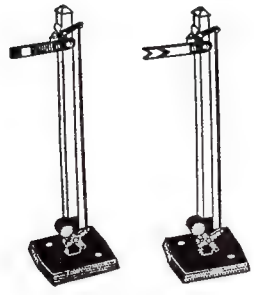

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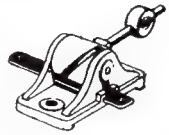

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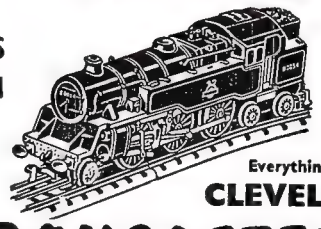

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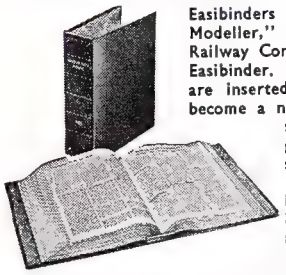

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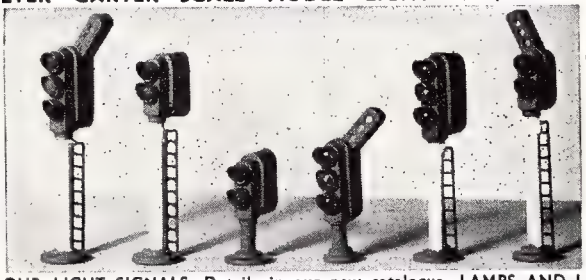

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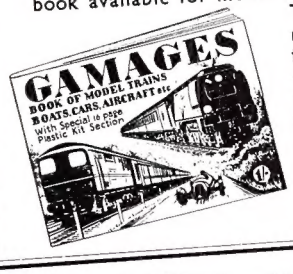

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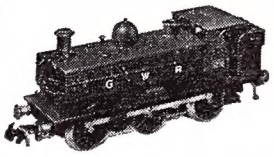

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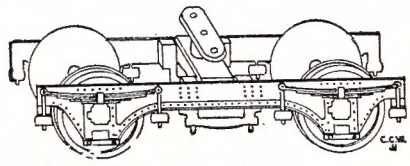

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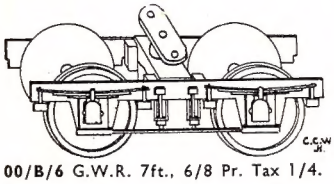

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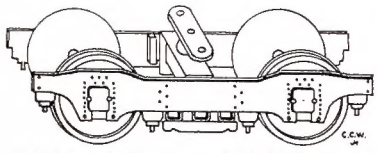

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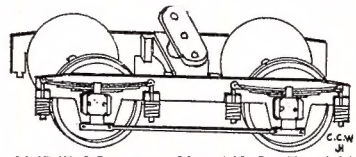

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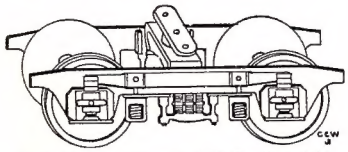
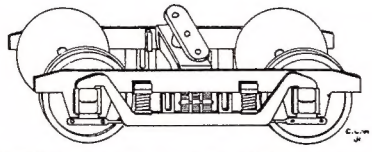


00/B/1 S.R. electric, 6/8 Pr. Tax 1/4.



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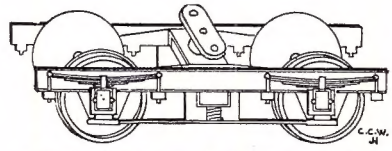

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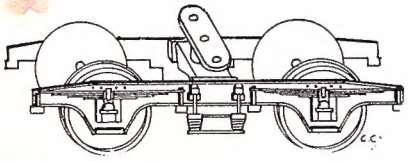

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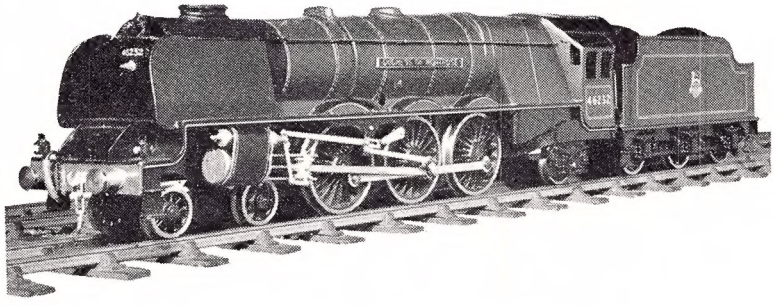

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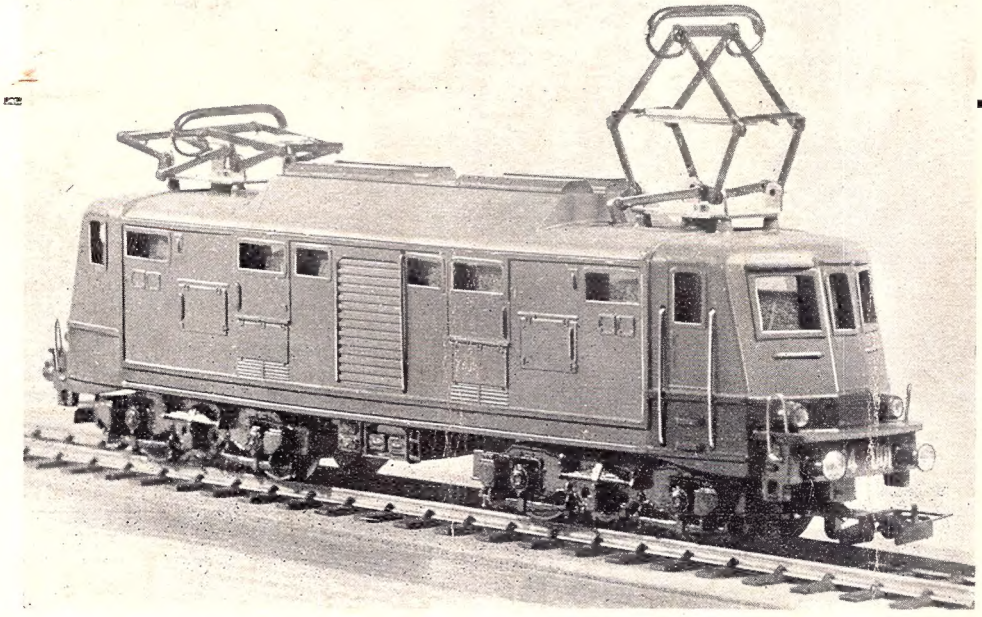

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